



Bulletin of the Kenton County Historical Society

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The Andrews Rolling Mill Mosaic Mural

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The Andrews Rolling Mill Mosaic Mural

Carol A. Hudson

A glimpse of Cincinnati Union Terminal is as memorable today as when it started to rise on the horizon 82 years ago. Construction on the Art Deco terminal building began in 1929 and was completed on March 31, 1933.¹ Today it is considered a work of art, but some people might say the true works of art are the Winold Reiss mosaic murals that once lined the passenger concourse walls. Only one of his creations, the Andrews Rolling Mill mosaic mural, depicted an industry from Northern Kentucky.²

Obviously, great thought had been given to a particular design for both concourses. Upon entry into the rotunda, eyes were no doubt drawn up to the brightly colored north and south wall mosaic murals. They were large, each measuring 20 feet high by 105 feet long. One mural depicted the history of Cincinnati, the other the development of American transportation. Figures of men on two smaller murals represented city officials and officers of the Union Terminal Company who had been staunch supporters of the Terminal project. Two murals depicted workers at Rookwood Pottery. A mural above the Trains Arriving board displayed the front of a train while one above the Trains Departing board displayed the end of a train. Moving on into the passenger concourse one could see 14 mosaic murals lining both long walls. The concourse was 450 feet long and 80 feet wide, longer than a football field. The 15th and largest mural almost totally covered the width of the far end wall. That mural displayed a map of the United States with five time zone clocks and two large hemispheric globes. In total, there were 23 mosaic murals, 23 works of art.

German born artist Winold Reiss (Vee-nold Rice) was chosen in 1931 to design murals for both concourses.³ Each mural for the passenger concourse would depict workers from local industries, thus the

names Industrial or Worker Murals. He selected 17 industries to visit, and he took photographs of the employees as they worked. One such photograph was taken at the Newport Rolling Mill Company in Newport, Kentucky. Reiss then referred to it as he designed the mural titled Manufacturing of Sheet Steel.⁴

Research indicates Reiss spent two years creating his world famous mosaic murals. He selected the following fourteen local industries to be represented.⁵

- piano making: Baldwin Piano Co.
- radio broadcasting: Crosley Broadcasting Co.
- roof manufacture: Philip Carey Co.
- tanning: American Oak Leather Co.
- airplane and parts mfr: Aeronca Aircraft Co.
- ink making: Ault and Weiborg Corp.
- laundry machinery mfr: American Laundry Machine
- meat packing: Kahn's Meat Packing
- drug & chemical processing: William S. Merrill Co.
- printing: U.S. Playing Card & Champion Paper Co.
- foundry operations: Cincinnati Milling Machine
- sheet steel: American Mills & Newport Rolling Mill
- soap making: Proctor & Gamble Co.
- machine tools mfr: Cincinnati Milling Machine

By the time Reiss finished taking photographs he knew how each mural would look. After all, his claim to fame was as an artist and painter of magnificent pictures of Native American Indians. Those who chose him for the Cincinnati project would not be disappointed with what he was about to create. History would prove his genius. While referring to his photographs, he drew out each mural in color in a style described as silhouette mosaic.⁶ His drawings and instructions for each mural were sent to the Ravenna Tile Company in New York. There the drawings were reproduced and enlarged to the 20 feet by 20 feet size. The enlargements were then cut into



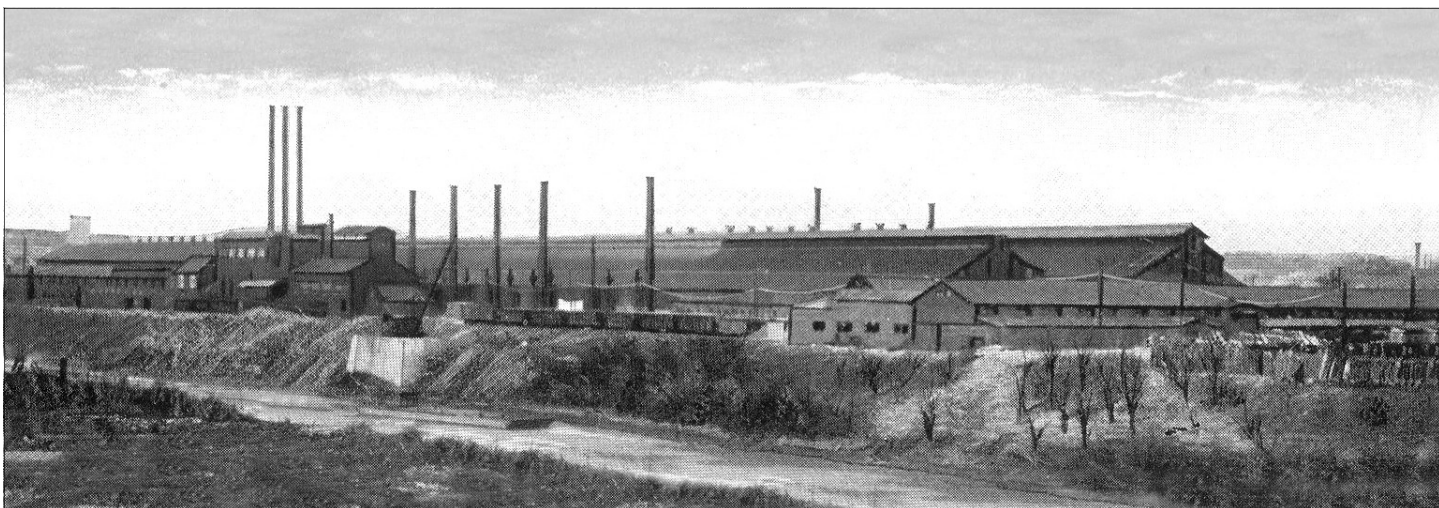
Above: Postcard of Cincinnati's Union Terminal, circa 1940, showing famous wall murals
On the cover: Winold Reiss' mosaic mural depicting Northern Kentucky's Andrews Rolling Mill

Both images courtesy Carol Hudson

numbered 24-inch squares. Each major object in the mural was either filled in or outlined with half inch pieces of colored glass which were then glued in place. Areas not filled with tile would be filled in with colored concrete once returned to Cincinnati. There, Reiss was present to supervise the assembling and installation of each mural.⁷

The names Andrews Rolling Mill and Newport Rolling Mill are used interchangeably when referring to the mural, however, a brass plaque next to the mosaic at the Cincinnati/Northern Kentucky International Airport reads "Andrews Rolling Mill." In 1988, a grandson of Albert Andrews penned his memories of the Andrews Steel Company. Frank M. Andrews, Jr. pointed out that by the end of WWII, the company had become so successful the Andrews Steel Company was the "principal company" and other Andrews companies became subsidiaries.⁸ It is understandable then how both names are correct.

A little background on the Andrews industries would be helpful here. In 1891, two brothers purchased the Newport Iron and Steel Works, recently renamed Newport Rolling Mill. New owners Joseph Addison Andrews and Albert Lewis Andrews moved from Cincinnati to Newport, Kentucky, to direct its daily operations. The family remained both owner and operators of the expanding steel business for 52 years, from 1891 to 1943. All along the brothers had the foresight to make improvements to maintain their companies as profitable industries. Not only did their business include the Newport Rolling Mill Company, purchased in 1891, but also the Andrews Steel Company, built in 1906; the Globe Iron Roofing and Corrugating Company, purchased in 1885; the Newport Culvert Company, purchased in 1912; and later the Hardy Burlington Coal Mine in Perry County, Kentucky, purchased in the 1930s.⁹ The mine was needed to provide a dependable supply of coal for the steel furnaces.¹⁰ One article mentions



Above: Postcard image of Andrews Rolling Mill, located along the Licking River in Newport, Kentucky

Courtesy Carol Hudson

a blast furnace in Martin's Ferry, Ohio as an Andrews holding but no mention is made of it by Frank Andrews, Jr.¹¹ During the years of Andrews ownership, their companies employed thousands of local citizens. Descendants of Joseph and Albert Andrews continued to operate the family industries until selling out on March 16, 1943.¹² Joseph had died in 1909 and Albert in 1922.¹³

Each company in the Andrews Steel enterprise had unique and separate rolls. Only two of the companies are of concern here however. The Steel Company was originally located in an area called Andrews, Kentucky, just south of Newport and along the Licking River. Today this area is named Wilder. Products needed by the Newport Rolling Mill Company were manufactured there. The actual mill was located in Newport along Lowell Street, also next to the Licking.

The function of a rolling mill is to roll steel to a thinner dimension. Bars of partially finished steel are softened when heated in furnaces at 1,200 degrees Celsius, almost 3,000 degrees Fahrenheit. At that temperature, steel turns an orange-yellow color. The softened bars are then removed and run through pairs of rollers of varying diameters until the desired shape and thickness is achieved. This process is known as hot-rolling.¹⁴ Sheet steel is just one of the finished products. The Andrews Rolling Mill mosaic depicts two workers using tongs to move one of the red-hot sheets produced at the Newport Rolling Mill.

The Reiss murals came close to being lost forever when in 1972 the Southern Railway Company purchased the passenger concourse and rail yards.¹⁵ Southern, as had a number of other railroad companies across the country, had already changed their priority from moving passengers to moving freight. Southern's new piggyback freight cars, or "trailers-on-a-flatcar," were 17 feet high when loaded and could not pass under the 450 foot long concourse. It extended out over 16 tracks built directly below the passenger concourse.¹⁶ This had not been a problem for the lower passenger train cars. For example, the height of a Pullman car was only 12 feet, 6 inches high from top of rail to top of car.¹⁷ Southern officials decided if they demolished the concourse their new, taller cars could pass freely through their train yard, the Gest Street Yard. During this time, Southern also raised the unthinkable possibility of tearing down the entire terminal building. Thanks goes to a very special group of far-sighted individuals who organized and raised about \$400,000 to save the fourteen concourse murals.¹⁸

Before any plans to remove the murals could be developed, two critical questions needed to be answered. What preparation would each mural need before being removed and could each be removed safely? Members of local college art history departments were asked to inspect the murals. The contingent, led by Dr. Alfonz Lengyel, Professor of Art History at Northern Kentucky State College, examined the murals and concluded they could be moved. Dr.

Gabriel P. Weisberg, Associate Professor of Art History and Acting Head at the University of Cincinnati, was also invited to inspect the murals. Employees of the tile company who had installed the mosaics, reported the murals were not attached to the exterior wall but to a second wall and that each mural could be removed in one piece.¹⁹ Other art experts were present to gather information should the delicate process need repeated elsewhere.

What factors contributed to the 8-ton weight of each mural? First, part of the second wall was permanently attached to each mural; second, concrete had been used to fill in large areas on each mural not covered by glass tiles; third, the addition of a steel frame around each mural; and fourth, the sheer size of the mural. Dr. Gabriel P. Weisberg explained that the steel frames had been built to enclose each mural like a picture frame to add stability and that the frames were a permanent part of the mural. There is no wonder engineers at the airport had to reinforce walls and foundations before the murals could be installed.²⁰

Removing and preparing the murals for transportation proved to be an immense project. Unfortunately, the map mural could not be saved.²¹ Movement of the Reiss murals was successfully completed prior to the destruction of the concourse. A history of the murals written for the Cincinnati/Northern Kentucky International Airport explains how the project proceeded:

A special protective coating was applied to the mosaics to keep the glass pieces in place and prevent chipping. It took engineers three months just to devise a method of removing the murals from the concourse walls. The free standing panels were then encased in rigid steel frames and lowered into steel cradles where they were padded with Styrofoam and crated in wood. The crated murals were transported in an upright position on a specially rigged flatbed truck to avoid stress and cracking. Various telephone wires and overhanging signs along the 15 mile route to the airport were temporarily removed to make way for the murals. The first pair of murals arrived at the airport in August 1973, some five hours after leaving Union Terminal.

Members of the Airport Board had generously agreed to accept all fourteen murals. Without doubt,

a building the size of an airport terminal was exactly what was needed to house the murals, each measuring 20 feet by 20 feet. However, there were costs involved. The cost of preparing the murals for installation was over \$100,000. Specialized tools and machinery were purchased to maintain the murals.²³ Thirty-eight years later, the Reiss murals are still exhibited at the airport in Boone County, Kentucky. They are on permanent display, ready to be admired by travelers from around the world as they move throughout the airport. Some murals are already “stars” as they appeared in the 1988 movie *Rain Man*. A movie crew spent 12 hours at the airport in preparation to film the scene where Dustin Hoffman’s character refuses to get on the plane with Tom Cruise’s character.²⁴ Each mosaic mural can be viewed at the airport in the following areas.²⁵

Terminal 1:

Proctor and Gamble
Cincinnati Milling Machine
E. Kahn’s and Sons

Terminal 2:

American Laundry Machinery
American Rolling Mill (Armco)
U. S. Playing Card & Champion Coated Paper
American Oak Leather
Crosley Broadcasting
Aeronautical Corporation of America

Terminal 3:

Newport Rolling Mill (Andrews Rolling Mill)
Philip Carey Manufacturing
Ault and Weiborg Varnishing Works
Baldwin Piano Company
William S. Merrell Company

In 1933, the Cincinnati Chamber of Commerce published a book to celebrate the dedication of Cincinnati Union Terminal. Included was a list of seventeen facts relating to events from start to finish of the complex construction. Just a few are included here but the entire list makes for interesting reading.²⁶

- work began in August, 1929
- work completed March 31, 1933
- total cost of complex - \$41,000,000
- complex covers 287 acres
- 94 miles of railroad tracks constructed
- rotunda is 106 feet high, 180 feet wide
- passenger concourse 450 feet long, 80 feet wide

In 2011, a wonderful Art Deco Mural Tour is offered at the Cincinnati/Northern Kentucky International Airport. The guided tour of all 14 murals lasts about 90 minutes and is free of charge. For additional information on this fine, informative tour, contact Valarie with the Airport Marketing Department at 859-767-3144. She will lead you on a fantastic journey. Be sure to wear your most comfortable shoes and have fun.

Knowledge of the mosaics has recently been passed to a new generation, a much younger generation. The Boy Scouts of America celebrated 100 years of scouting at the National Scout Jamboree held July 26 to August 4, 2010 at Fort Hill, Virginia.²⁷ Scouts from across the United States gathered with representatives from other nations to celebrate the yearly event. At such gatherings, there is the traditional trading of patches or pins and this was no exception. Each group had designed a patch to represent their own particular Council.²⁸ They used a variety of bright colors, designs, and lots of imagination. The Dan Beard Council, headquartered in Cincinnati, Ohio, selected Cincinnati's Union Terminal and eight of the mosaic murals that once lined the passenger concourse as the design for their patches. Some patches produced were individual patches and some were a 12-inch jacket patch with a picture of Union Terminal in the center.

Mosaic murals chosen were Proctor and Gamble, Baldwin Piano, American Rolling Mill, U.S. Playing Card and Champion Paper, Crosley Broadcasting, Cincinnati Milling Machine, and E. Kahn's and Sons. Sadly, the Andrews Rolling Mill mosaic was not one of those chosen.²⁹

Over the years, this author has traveled by train to and from Union Terminal a great number of times. On several other occasions, I even flew in and out of the Greater Cincinnati Airport. Exactly how many times I walked directly past the murals without truly noticing them is uncertain. Maybe it was being caught up in the minute with pressing schedules and trying to keep babies in-tow. Now, however, I have taken the time to gaze upon each one and have marveled at their beauty in detail. What treasures we have in our own backyard.

Endnotes:

1. *Cincinnati Union Terminal: The Design and Construction of An Art Deco Masterpiece*. Authored and published by the Cincinnati Railroad Club, Inc. 1999. p.26
2. The Andrews Steel Company and the Newport Rolling Mill Company were sister companies in the Andrews enterprise. Both companies were located in Campbell County, Kentucky.
3. Great Northern Railway Page: Winold Reiss, online @ http://www.gngoat.org/winold_reiss.htm
4. Daniel Hurley. The Vision of Cincinnati: The Worker Murals of Winold Reiss. *Queen City Heritage*, Vol. 51, No. 2/3, (Summer/Fall) 1993. pp. 81-96.
5. Cincinnati Historical Society Library: "History of Cincinnati Union Terminal" online @ <http://library.cincymuseum.org/uthisthelp.htm>
6. Cincinnati Union Terminal 3. online @ http://www.cincinnativiews.net/union_term_3.htm
7. James F. Scott., PhD. The Ravenna Mosaic Company: A Retrospective: The American Mural Tradition.. Saint Louis University. online @ libraries.slu.edu/archives/ravenna/ravenna_index.htm
8. Frank M. Andrews, Jr. "A History and Memoirs of the Andrews Steel Company". 1988. p 6.
9. Kentucky Coal Heritage: Perry County, Kentucky Coal Camps, online @ http://www.coaleducation.org/coalhistory/coaltowns/coalcamps/perry_county
10. *Ibid*. Andrews, p. 6
11. Newport Steel, Newport, Kentucky: February, 1951 Kentucky Business, online @ www.nkyviews.com/campbell/text/newport_steel.html
12. Jim Reis. Pieces Of The Past, Volume 2. "Steel Industry's Heritage Forged Along Licking." 1991. pp. 158-160.
13. Joseph A. Andrews is buried in Evergreen Cemetery, Southgate, Ky. Albert L. Andrews is buried in Spring Grove Cemetery, Cincinnati, Ohio.
14. Frederick Henry Kindl. The Rolling Mill Industry: A Condensed, General Description Of Iron And Steel Rolling Mills And Their Products. Penton Publishing Company, (Cleveland, Ohio), 1913, reprinted 2010.
15. Cincinnati Union Terminal at 75, The Search For New Life: Exploring Alternative Uses. online @ http://www.cincymuseum.org/explore_our_sites/union_terminal/presentation.asp
16. The Cincinnati Union Terminal Co. Rules of the Operating Department: Revised April 1, 1937. Fold out map at front of booklet titled "DIAGRAM OF PASSENGER STATION YARD".
17. American Society of Mechanical Engineers: The Engineering Index. "New Pullman Cars", February 4, 1921. American Society of Mechanical Engineers. (New York), page 96
18. Cincinnati/Northern Kentucky International Airport: Mural History. "History On The Move" online @ <http://www.cvgairport.com/about/art2html>
19. Gabriel P. Weisberg. "A Terminal Case: Cincinnati's Fight To Save an Art Deco Landmark." *Art Journal*, Vol. 32, No. 4 (Spring 1973) pp. 297-298.
20. *Ibid*
21. *Ibid*
22. Cincinnati/Northern Kentucky International Airport: Mural History. "History On The Move" online @ <http://www.cvgairport.com/about/art2.html>
23. *Ibid*: Mural History. "History's New Home" online @ <http://www.cvgairport.com/about/art2.html>
24. August 25, 2010: Conversation with Valarie Teague, Deco Art Mural Tour Guide at Cincinnati/Northern Kentucky International Airport. She also confirmed each mural weighed eight tons.
25. Cincinnati/Northern Kentucky International Airport: Mural History. "Art On Display" online @ <http://www.cvgairport.com/about/art/index.html>
26. *The Cincinnati Union Terminal, 1933: A Pictorial History*, Cincinnati Chamber of Commerce, 1933.
27. "A Shining Light Across America Celebrates 100 Years of Scouting" online @ <http://www.bsajamboree.org/journal/shininglight.aspx>
28. BSA National Scout Jamboree 2010 (site displays many Council patches) online @ <http://sites.google.com/site/2010nationalscoutjamboree/>
29. Bulletin of the Kenton County (Ky.) Historical Society, January/February 2006. "Daniel Carter Beard: Childhood in Covington." Karl Lietzenmayer. pp 2-4.

Remembrance of Bernie Moorman

Kenton County and indeed all of Northern Kentucky lost a dear friend and local history enthusiast, June 16th. Bernard J. “Bernie” Moorman passed away at his home, the Amos Shinkle House, at the age of 73.

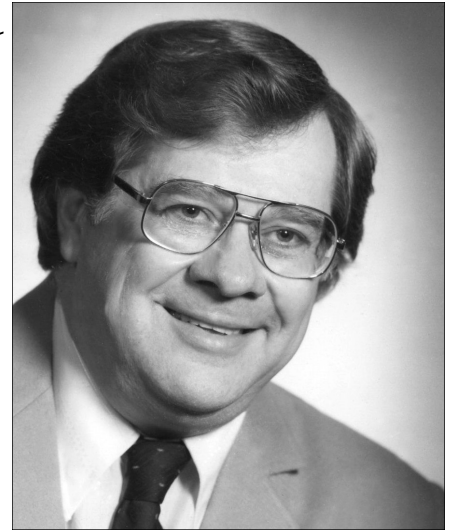
Bernie was well known for his involvement in local politics, serving as Mayor of Covington from 1980 through 1983, after three terms as a City Commissioner. Bernie served additional terms as City Commissioner (1984-5; 2003-4). For 13 years, he also won a seat as a Kenton County Commissioner on the Fiscal Court.

“He was a great public servant for this area, especially Covington,” said fellow mayor, Butch Callery, who credits Moorman with helping launch Covington’s riverfront re-development while mayor. Moorman helped rebuild public trust in Covington’s City Hall after the corruption of the previous decade. “He was a true gentleman, a great role model for anyone who aspired to be an elected official,” said Tom Elfers, an Edgewood Democrat and member of the County Democratic Executive Committee. “I don’t think there is a Democrat in Kenton County who hasn’t benefited from his kindness, wisdom, and generosity. He was a great friend to so many of us.”

Moorman was a big supporter of local arts and also his church. As a young college student at Villa Madonna College (now Thomas More College), he was active in the former Catholic Theatre Guild. A member of St. Benedict Parish, Covington, he often attended Mother of God Church as well. He also served on the board of the Cathedral Basilica of the Assumption. Graduating from VMC in chemistry, he spent most of his working career as a chemist for the Environmental Protection Agency, Cincinnati.

Along with his partner, the deceased Don Nash, Bernie restored the 1854 Amos Shinkle residence into the city’s most popular and famous Bed and Breakfast. The seven-bedroom facility was a frequent stop for many over the years, including profes-

sional baseball players and fans in town to take in the Cincinnati Reds. Bernie was a life member of the Kenton County Historical Society and for the past several years, opened the doors of the Shinkle House for the Society’s annual Christmas party. Every event was special, with fine food, Christmas caroling and talk about the “good ol’ days.” The home was filled with antiques acquired from the former Laidley Estate which included their family’s library. Bernie would enjoy re-telling the stories of the resident ghosts which, through the years, many visitors experienced.



Bernie Moorman, circa 1980

The late Kenton County Historical Society president Ron Einhaus frequently met with Bernie, recording his life’s story. These interviews are presently archived with the Society. During these meetings, Bernie revealed his concern for the long-term future of the Shinkle House. Since his partner’s death and Bernie’s declining health, the bed and breakfast was closed last year. The historic home was then placed on the market, but Bernie’s real desire was to see it in the hands of the Society. Realistically, the Society’s ability to fund such a purchase was beyond their capabilities and the fate of the home and its contents are now unknown.

Bernie had six siblings: Marlene Volpenhein, May Glardon, Alma Finke, Charlene Mason and the late Dorothy Pohlman and Alvin Moorman. He was uncle to 29; great-uncle to 63 and great-great-uncle to 10. He was buried at Mother of God Cemetery, Latonia. On Monday, June 20th, flags throughout Kenton County were lowered in his honor.

Seligman - First Family of Beer

Tim Curtis

As part of Northern Kentucky's first family of beer, Jennifer Doering is helping to write a new chapter in the proverbial family-business-success story that first began when her grandfather starting selling Burger beer in Covington in 1933.

Doering is general manager at Chas. Seligman Distributing in Walton, the biggest beer distributorship in Northern Kentucky. She works alongside her mother, Ruth Seligman Doering, the owner and daughter of Charles Seligman, the patriarch of the company who acquired the rights for Northern Kentucky to distribute Anheuser-Busch products in 1939.

Multiple acquisitions later, the company has grown to own an estimated 54 percent market share in beer sales in its 11-county service area under the guidance of Ruth, who has run the company since the late 1970s after it was briefly under the guidance of Charles' business partners. It has been a family affair since, with all four of Charles' grandchildren involved.

"It's really good, because everyone has a vested interest in seeing it move forward and succeed," says Jennifer. "Everyone has a niche, and so you don't run into the problem of four grandkids all wanting to run the company. That really makes it a lot smoother than some third-generation companies that get into that situation."

Kristen Tracy, Jennifer's sister, heads up sales and marketing. Their cousin, Stacy Staat, is in charge of phone sales, and another cousin, Chad Seligman, manages inventory.

While Ruth and Jennifer, a graduate of Notre Dame Academy, Northern Kentucky University (BA) and the University of Cincinnati (MBA), have had to navigate the fast-moving and expanding beer and beverage landscape and ride out a choppy economy, family has remained constant.

"Obviously, working with my mom has been both fun and challenging," says Jennifer, who has been GM since 2005 after starting with Miller Brewing. "And she would say the same thing. My ideas are not always her ideas and her ideas are not always mine. We've gotten a whole lot better talking about things."

Under their combined leadership, the company has sped forward at warp speed, moving in 2005 from a 78,000-square-foot building in Crescent Springs to a 142,000-square-foot state-of-the-art building in Walton. In 2008, in order to become a full-service distributor, the company ended an exclusivity agreement with Anheuser-Busch, although they are still the flagship products of the company and account for 85-90 percent of Seligman's volume. It has since picked up various other beverage lines such as mixers, tequila, sodas, wine, and even milk.

Still, beer is king. The company of 126 employees sold approximately 3.7 million cases in 2010, down slightly from 2009. To put that into perspective, there are 2,850 distributorships in the U.S., and the 25th-best-selling one sold 10.9 million cases.

Despite tough economic times, the company hasn't laid-off any employees and remains committed to the community with the Ruth Seligman Family Foundation granting \$400,000 to local charities since 2003.

On the business side of things, the family will continue moving forward, pushing the core products, keeping an eye out for the next big product, and staying ahead of the collective beer-taste curve. "We now consider ourselves a full service beverage company," says Jennifer. "Our best way to grow is by the addition of new products."

This is a reprint of an article published in the Summer of 2011 edition of Northern Kentucky Magazine, a supplement to Cincy Magazine.



Above: Charles Seligman,
standing next to the
famous Budweiser Clydesdales.
Seligman began selling beer
in Covington in 1933.

Right: One of Charles Seligman's
delivery trucks, when his
company was located on
14th Street at the C&O Railroad tracks.

*Both images courtesy
the Kenton County Public Library*



A Look Back at The Headlines

An on-going feature reliving local headlines

This issue features:

The Kentucky Post – May 14, 1906.

Airship Flight

Everything has been arranged for Horace Wild, aeronaut, to make his flight over Covington today in his airship named Eagle.

The airship will leave Ludlow Lagoon at approximately 4:30 p.m., where it is to make several ascensions all week, and fly over Covington, and thence to Cincinnati. At that moment it will travel north above Elm Street and make its landing near that city's courthouse.

Chartered by the Post, plans have been made so that several souvenirs may be tossed out by the pilot as he flies above our city.

Fine New Building

According to present plans, which have been kept very quiet in recent weeks, another one of Covington's prominent Madison Avenue corners will, within this year, be improved with a handsome business and office structure, the owner of which being the German Mutual Fire Insurance Company of this city. The multi-story building will be erected on the southwest corner of Madison Avenue and Pike Street.

20th Anniversary Celebration

The Eilerman's and Sons clothing store, in operation since 1886, continues their special sale commemorating their 20th anniversary. This week, men's fine suits are priced at \$6.95, men's pants are only \$1.29, and men's new spring hats are available for only 89 cents.

Cincinnati Meets the Beatles

Make plans to visit the Behringer-Crawford Museum between July 1st and October 9th for an amazing display celebrating the two visits to Cincinnati by the "Lads from Liverpool."

The Beatles invaded the Tri-State in 1964 and in 1966 and were captured in the stunning photography of Gordon Baer.

The display will also feature memorabilia and music by the world's most successful rock group.

Please contact the Museum for
further information:

(859) 491-4003

Letter to the Editor

*In response to Karl Lietzenmayer's article
last issue on the Motch family and Motch jewelers:*

Dear Karl:

I wanted to thank you personally for the great job you did on the Motch story. I got copies for all the Motch family and I wanted to thank you so much!
Best wishes, Tim

Want to be Published?

To submit an article, send a paper copy by mail, or email it as a Word document attachment. Articles for the *Bulletin* should be no longer than 500 words and should have at least two references.

nkyhist@zoomtown.com.

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Then and Now

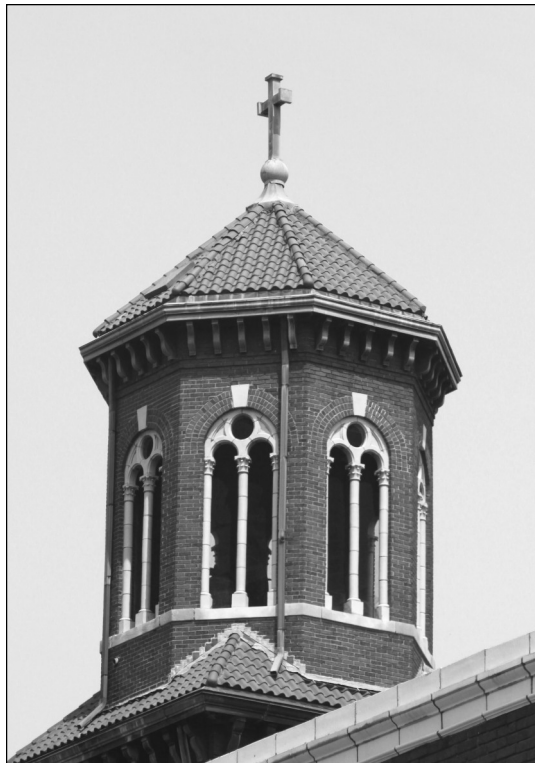


Left: The Covington Railroad Depot (circa 1970), located at Pike and Russell Streets.
Right: Same structure today, utilized as an office complex.

Left photo courtesy Carol Hudson. 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:

Portion of St. Augustine Church, 19th and Jefferson Streets, Covington.

photo courtesy Bob Webster

Kenton County Historical Society

July/August - 2011

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I Bet You Didn't Know

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

July 1, 1960: Kentucky's sales tax of 3 percent went into effect. It increased to 5 percent in 1968 and to 6 percent in 1990.

July 8, 1875: The Kentucky Central Railroad was organized. It took over the Covington & Lexington Railroad as well as the Maysville & Lexington Railroad. It was acquired by the Louisville & Nashville Railroad in 1891.

July 17, 1880: Professor W. N. Lake completed a 16-day 6-hour walk-a-thon around the Fayette County Courthouse in Lexington.

August 3, 1984: Kentuckian Diane Sawyer became the first female reporter on the widely acclaimed "60 Minutes" television show.

"On This Day In Kentucky" — Robert Powell

Programs and Notices

2011 History, Art & Culture Lecture Series Announced

Covington's Baker Hunt Foundation is once again offering their popular lecture series! Held at the Baker Hunt Art and Culture Center, 620 Greenup Street, each program begins at 2:00 p.m. with refreshments served. Cost is only \$7.00 per lecture. Contact the center at (859) 431-0020 for further information. This year's schedule is as follows:

Sunday July 10th:

"The Ghosts of Baker Hunt"

Presented by: Victor Paruta — Baker Hunt Faculty and Psychic researcher

Sunday August 14th:

"Rose, a Woman of Colour: A Slave's Struggle for Freedom in the Courts of Kentucky" and "Suing For Freedom in Kentucky"

Presented by: Arnold Taylor, JD, Author

Sunday September 18th:

"Crosley — 2 Brothers & a Business Empire that Transformed the Nation"

Presented by: Rusty McClure — Author of the NY Times/Wall Street Journal Bestseller

Kenton County Fair

The Kenton County Historical Society will once again sponsor a booth at the Kenton County Fair, held July 11th through the 16th at the fairgrounds located at Taylor Mill Road and Harris Pike (Routes 16 and 536 — behind White's Tower School). Please make plans to stop by and visit us while you take in all the fine attractions at this yearly festival. The booth will include displays of area maps, back issues of Northern Kentucky Heritage Magazine., and a free gift! We hope to see you there.

Music at Behringer-Crawford Museum

Three concerts remain in the popular music series at the Behringer-Crawford Museum in Covington's Devou Park. Cost is only \$5.00 for adults and \$3.00 for children 3 to 12. Contact the Museum at (859) 491-4003 for further information.

July 7th:

Son del Caribe — Salsa delivered in style from the area's premiere 11-piece group

July 14th:

The Avenues — Hits of the 50s, 60s, and 70s performed by a great local band

July 14th:

Robin Lacey/DeZydeco — Cajun, blues, roots and a great time