

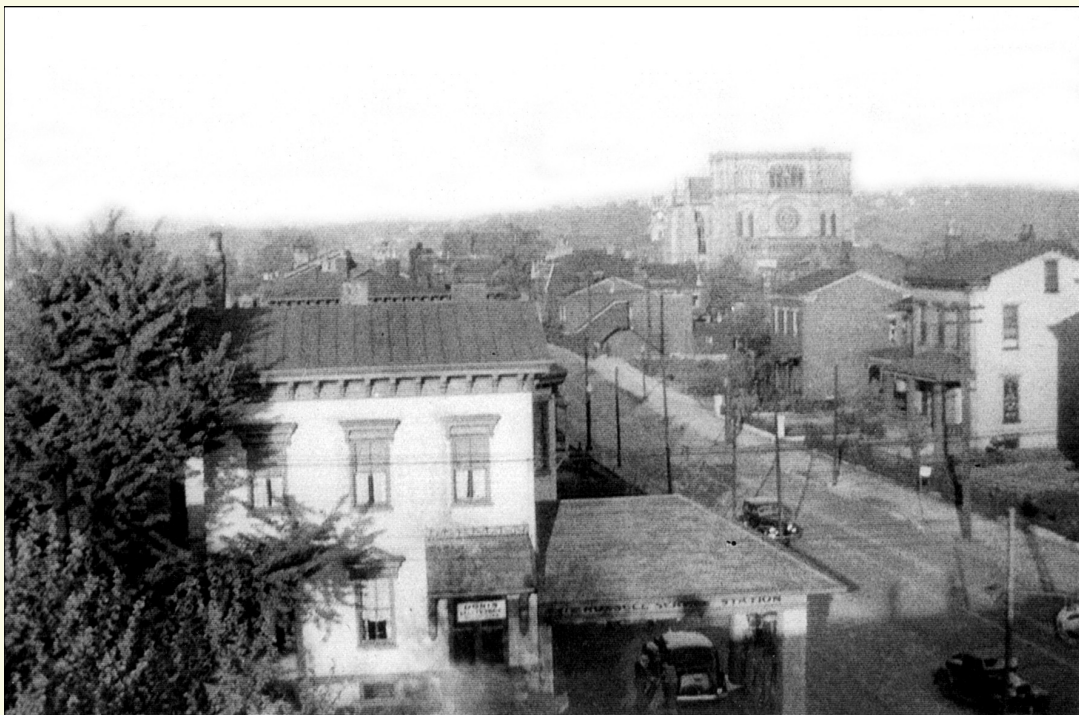


Bulletin of the Kenton County Historical Society

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September / October

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Norb Nie's Motor Vehicle Service Station

Other Stories Inside:

Anna Bell Ward

Ronnin Einhaus - A Street Named In His Honor

Norb Nie's Motor Vehicle Service Station

John Boh

A popular author born in 1951 recalled that his hometown, Des Moines, Iowa, had been a "wholesome city. Lawns, not parking lots, demarcated businesses sites. Public buildings were grand. Gas stations often looked like little cottages...."¹

In 1900, Americans were driving fewer than 8,000 automobiles.² By 1912 however, production of many of the best known American cars had started. In Northern Kentucky, automobiles and related services were multiplying. Then in the early 1960s, after years of industry growth, the opening of Interstate 75 reinforced motor vehicle dependency. This is a look at local motor vehicle businesses - especially the Norb Nie station at 11th and Russell Streets, Covington.

THE BEGINNING OF SERVICING AND FILLING STATIONS

In the Covington business directory, no business was listed for servicing under "automobiles" until 1908-09 when motorists could find the Covington Automobile Company (409 Madison Ave.).³ It was incorporated: To buy, sell, rent, hire, repair, store and exchange automobiles and bicycles, and provide supplies connected with the same, and to haul passengers and property. Of \$8,500 in stock shares, Covington resident John Hanauer held \$6,000. Fred A. Faulwetter, Henry Schroder and Bernard and George H. Strotman had the remainder.⁴ Apparently the Hanauer name was rather large in the early business. In 1916, Alvin Hanauer was an agent for the Dodge Brothers Motor Co. (33 East Pike) and John Hanauer, was an agent for Ford (35 East Pike Street). In 1918, the Covington Automobile Co. was at 33 East Pike, with Edgar, President. In 1920, John was agent for Ford Motors Co. (623-627 Scott).

The Kentucky Quick Repair and Automobile Co. (southeast corner of 2nd and Court) was operating by 1910 with \$12,000 in 240 shares of which proprietor Maurice A. Ducette of Covington held 230.

It started around November 8, 1909: to repair automobiles and vehicles of all kinds, to buy and sell the same.⁵ In 1912, other automobile names included the Acme Automobile Co. (410 Madison). Manager P.E. Studebaker was selling EMF model "30" and "20" automobiles.⁶ Agent Gus W. Menninger operated the Shacht Motor Car Co. of Cincinnati (709 Madison Ave.).

The Kentucky Motor Car Co. incorporated with \$20,000. It opened by January 1912: To operate a garage for keeping and storing; to buy and sell new or second hand automobiles or other vehicles; to operate a general livery business and to operate a general automobile and machinery repair shop.⁷ Paul H. Hesser of Cincinnati held \$17,500 in shares, Paul L. Bethell and William R. Allen of Covington the remainder. Allen was president in 1932.

During Covington's wonderfully festive 100 year celebration, held in 1914, an ad in the *Covington Centennial Official Book & Program* for the Kentucky Motor Car Co. (323-329 Scott St.) claimed the company owned "Kentucky's Finest Fire-Proof Garage;" 16,000 square feet; vehicle storage rates beginning at 25 cents per day; "Oakland Distributors" with branch agencies in Ohio, Indiana, West Virginia and Kentucky.

Another ad in 1914 called B.B. Hume the "exclusive agent for the Hupmobile" (330-332 Scott). The B.B. Hume Automobile Co. incorporated in 1916 with capitalization of \$15,000: To operate a garage; keep, store, buy and sell new and second hand automobiles and other vehicles; and parts and supplies.⁸ The Eureka Auto Co. (142 Pike Street) likewise advertised in 1914 for the "Grant Roadster." It had a 4 cylinder engine with a high tension magneto, sliding gear transmission, "floating" axles, speedometer, mohair top, one piece windshield, bull nose radiator and electric starter. It cost \$425; with certain extras - \$505.

The Monarch Motor Car Co. had started near the previous address of the Covington Automobile Company. Officers were Joseph R. and George Thuenker of Ft. Mitchell and F.D. Anthe, who was also proprietor of the nearby Anthe Machine Works (407 Madison). Another Centennial ad said that Anthe & Thuenker were constructing a new salesroom for automobiles and bicycles (411 Madison Ave.). By 1926, Monarch had moved to 438 Scott.

Refueling pumps operated by Monarch and other filling stations, located at curbs for cars stopped in a side lane, were eventually outlawed. A photo in a recent public transportation history book shows a car pulling away from Monarch fuel pumps apparently into the path of a streetcar.⁹

US MOTOR TRUCK COMPANY, INC

On a much larger scale than the others was the U.S. Motor Truck Company. It filed its incorporation papers on June 29, 1914: To manufacture, assemble and repair motor trucks and automobiles, to manufacture all parts and accessories, to buy and sell trucks, automobiles. R.C. Stewart, president of the parent Stewart Iron Works Co., held most of the shares totaling \$300,000. As U.S. military involvement in WW I became a reality, an amendment on August 14, 1916 increased capital offerings to \$1,000,000. Later filings increased allowable corporate indebtedness to \$1,000,000 by October 1918.¹⁰

John Craig, former Covington Mayor and a building contractor, purchased the first truck. Overseas, national and regional companies purchased them, and 100 trucks were delivered in 1918 to the U.S. Army.¹¹

THE SPREADING OF AUTO SERVICES

The Theissen Auto Supply Co. was incorporated by 1917 with capital of \$7,000 held by W. M., John B., and H.C. Theissen of Wallace Avenue: to buy and sell as “jobber, wholesaler and retailer” automobile supplies and accessories, electrical goods and hardware and similar goods.¹² Attorney Harry C. Theissen wrote a substantial piece on Covington history for the *Covington Centennial Official Book and Pro-*

gram (1914).¹³ His son, William M. Theissen, was a noted casualty in World War I.¹⁴ In 1917, the company relocated from 11 West 6th Street to 540 Madison Ave.¹⁵

The short-lived Covington Tire and Rubber Co. (southwest corner Court and Government Place) filed corporation papers in January 1918: To manufacture, purchase and sell “rubber and fabric material”; “manufacture, retread and repair tires and rubber fabric and other materials”; and manufacture and repair “inner tubes and accessories.”¹⁶ In 1920-21, the Covington Tire and Rubber Co. was not listed, but motorists had Crescent Tire and Repair (121 Pike) and C. B. Smith Tire Co. (258 Pike).

In 1918 there were six “auto makers,” one for accessories, 15 auto garages, one auto livery, two auto radiator repair, six general auto repairs, one auto service station, two auto supplies, one auto tires, one auto tire repairer, and one auto top manufacturer.

Under the category of “auto filling stations” the 1920-21 business directory listed only two, the Moore Oil Refining Co. (southeast corner Court and Government Place) and the Standard Oil Company (southeast corner 6th and Scott). One of six “oil wholesalers” was the Eaton Oil Works (opposite Sterrett Street at the L & N Railroad). It provided “fuel oil, road oil, asphalt, binders and contract road work.”

By 1926 (the “Roaring Twenties”) drivers could refuel at 19 Covington “automobile filling stations.” Auto service businesses of course lined especially the through-streets of Covington such as Madison Ave., Scott Blvd., Pike Street and DeCoursey.¹⁷

In Erlanger, F. Walton Dempsey operated the Dempsey Motor Co., a garage and Studebaker business on the Dixie Highway. He and Congressman A. B. Rouse also acquired the Dixie Traction Co. to provide public bus service between Erlanger and Elsmere and the streetcar end-of-the-line in Ft. Mitchell.¹⁸ In Erlanger or Elsmere were the Kenney Motor Car Co. (51 Dixie Highway), auto dealer; Walter L. Richards (Dixie Highway, beyond the Erlanger city limits), repair service; John W. Arnold (southeast corner Dixie



Above: Norb Nie's original service station located at 11th and Russell Streets in Covington (looking directly north).
On the cover: an earlier view looking west to east. The service station is attached to the home in the foreground.

Courtesy John Boh

Highway and May Street) repairs; Standard Oil of Kentucky (200 Dixie Highway, west of city limits), Jewell Taylor Inc. (at the railroad); Mayo M. Taylor (west of city limits); Conrad Tobergte (412 Dixie Highway); and the United Petroleum Co. (53 Dixie Highway).¹⁹ The growing number of automobile businesses in Covington by 1931 included: 11 accessories and parts retail dealers; 20 auto dealers; 23 auto garages; two auto laundries; one auto parking garage; one auto renting U-Drive; 30 auto repairs and two auto top manufacturers. Listed in 1940 were 59 "gasoline and service stations" and some 79 other motor vehicle businesses. Of those beyond Covington, about 15 were on the Dixie Highway. Elm Street, Ludlow, had one auto business. The Sogar radiator repair service operated in Covington for 60 years beginning in the 1920s (330 Pike Street) and ending in the 1980s (209 Johnson Street).

THE NORB NIE SERVICE STATION ("COLLEGE SQUARE")

The Norb Nie Service Station sits on the southwest corner of 12 acres named (on an 1886 map) "College Square" in Covington's "Seminary Square" neighborhood.²⁰ After 10 years in business,

the station (northeast corner 11th and Russell) was taken over from an operator for the Cincinnati Oil Works by Norb Nie Sr. around Christmas 1936.²¹ The 12 acres had been reserved in the 1840s by the Western Baptist Theological Institute for a new seminary campus. But organizers had acquired almost 350 virgin acres south of present-day 8th street. From this expanse, besides providing land for the new Linden Grove Cemetery, a wide swath from the Licking River to Willow Run Creek was made into new subdivisions soon annexed to the city. The seminary operated as such less than a decade, but two campus buildings are still standing: The "President's house" on Russell Street to the north of the Norb Nie station and a "faculty house" just to the east on 11th (home of Arnold Simpson, state representative).²²

After the demise of the seminary, residential and commercial lots were developed on the 12 acres. Also, the Covington & Lexington Railroad had been laid out through the middle of the campus. Charles Haegele told Norb Jr. that, while residing at 1028 Russell he helped build the service station in "about 1922." The Cincinnati Oil Works attached a service station roof shelter to the side of a large Civil War era residence. Then later the house was demolished.

NIE FAMILY

Family background was probably rather typical for 19th century German immigrants. Norb's Grandfather William was an iron molder. Like Norb's father, Uncle Bill had worked at Morwessel's (later Knapmeyer's) drug store. By 1938, William and Aunt Estell Nie resided at 1305 Hermes. They operated a drug store at 598 Pike Street. Maybe ironically for a brother of Norb Sr. and uncle of Norb Jr., I-75 was built over the site of the drug store.²³

Virginia Tanner Nie, mother of Norb Jr., and his sister Marcy came from a Boone County family that attended Hopeful Lutheran Church. Norb Sr. was a salesman in 1931 at Morwessel's (southeast corner of 11th and Russell), living in Ft. Mitchell by 1938; he was an agent for Prudential Life Insurance, residing in Covington (1224 Fisk Street). Not seeing an expected promotion, the successful salesman became a service station operator.²⁴ Norb Jr. attended Covington Catholic but graduated from Newport Catholic High. After raising five children, his wife Jo Ann Kriege Nie, from Norwood, Ohio, returned to employment as a practical nurse.

SOME "FAMILIAR" DEALERSHIPS

The Louis Meyer Transfer Co. operated in 1920 at 626 Scott Street and by 1926 (into the 1940s) at 112 and 114 East 7th Street. In 1929 the John C. Meyer Company was announced as the "Kenton-Co" dealer for a new line of Hupmobile vehicles.²⁵ In 1931 John C. Meyer Autos (626 Scott Street) sold "REO automobiles, speed wagons and trucks." John C. Meyer, in 1927, was named a trustee for a new city called South Ft. Mitchell.²⁶ In 1929 Louis Meyer with Charles Zimmer Sr. and two others ran on a ticket for a new "city manager" type of "efficient" government, which would be good for Covington businesses.²⁷

In January 1933, Covington Auto Sales opened a new showroom (424 Scott Street) to sell "the new line" of Chevrolet. The Service Department would have "four factory trained Chevrolet experts." A portion of the 2,000 owners of Chevrolets attended the formal opening. The new model featured "aer-



Norb Nie's service station located at 11th and Russell

Courtesy John Boh

stream styling,"[sic] a longer and wider body and wheel-base, a six cylinder motor with horsepower up to 65 for a speed of "over 70 miles" per hour, and an "airplane type" instrument panel.²⁸

In 1920, James C. Ware was president of the Covington Buick Co. (622 Scott). In April 1933 the Covington Buick Co., distributor for Buick and Pontiac, opened a "new used car sales lot," (620 Scott) with 50 "late model" cars on hand, and under flood lights at night.²⁹ In 1938, J.C. Ware was president and Thomas O. Youtsey was secretary-treasurer.

The Seiler Motor Co., with \$25,000, incorporated by January 1918: To buy and sell automobiles, parts and accessories; to repair, rebuild, paint and remodel cars; to rent and lease automobiles; to operate a garage for the storing of automobiles; and to buy and sell "gasoline, lubricating oils and greases." In July 1919 capitalization was increased to \$50,000.³⁰

The Seiler Motor Co. (1324 Madison Ave.), by 1960, had become Robke Chevrolet. Rockcastle Motors Oldsmobile and Cadillac dealers also had opened (2300 Madison). Lena R. Seiler was President and Ralph G. Robke was vice-president.

Suburban Motors Inc., in 1960 sold used cars, (4502-04 Dixie Highway). By 1980 it was Suburban Chevrolet (6619 Dixie Highway) near Florence also selling used cars and trucks, renting and leasing. "Fray" Escue was president of Escue Pontiac Inc. (1722 Madison Avenue) in Covington and in Campbell County (2301 Alexandria Pike). Albert J. Wellen was President of Wellen Ford, Inc. (233 Madison Ave.). Charles

Zimmer Sr., who started in the grocery business, by 1910, was operating a hardware store on Pike Street. By 1931 he was selling appliances, oil, toys, sporting goods and also farm machinery.³¹ In the 1930s, Zimmer Motors (559 Pike) managed by son Edgar J. Zimmer, was selling Plymouth and De Soto, cars recently introduced by Chrysler.³²

KENTUCKY MOTORS & MONARCH

For 30 years, up to the time of riverfront redevelopment, Monarch (circa 1955-1989) and Kentucky Auto Service (circa 1954-2000) operated across the street from each other and both occupied vast floor space. The Monarch Auto Supply Co. in 1928 moved from 438 Scott into its new three-story brick building with “salesrooms, offices and shipping department” (722 Scott Street). At the time owners were John J. and Harry M. Bosshammer [sic] and Ben Keam.³³ By January 1955 the owners of Monarch Auto Supply, Ben Keam and his sons, had purchased a huge factory building (234 Scott Street) from Michaels Art Bronze Company.³⁴

Norb Nie Jr. recalled that Monarch not only sold parts but provided machining services including valve jobs, bake drum turning, motor head resurfacing, installing and removing bearings from axles with a “big press,” and the company had a spacious warehouse. In 1961 Monarch listed a store in Newport, from 1970 to 1989 listed as “Masco Monarch” before selling the property.³⁵

At the Kentucky Motor Service, William R. Allen was succeeded by William C. Blenke. He headed the company in the 1930s and 1940s at 325 Scott Street. With Anthony W. Neltner and Wilfred H. Neltner acquiring it in 1953, it was later relocated to the next block north. They first leased 235 Scott and then acquired it around 1970-71 (It is the historic Bank of Northern Kentucky building.) In 1974 they also acquired ownership of the old Lovell and Buffington tobacco factory and warehouse buildings (227-29 Scott Street).³⁶ By 1962 Kentucky Motor Service listed stores also in Latonia and Elsmere (later in Crescent Springs). In 1970 the Kentucky Motor Service store was “retail” at 235 Scott and customers supposedly bought “wholesale auto parts” at 227-29 Scott

under a new store name called KOI. “Kentucky Motors” at 235 Scott disappeared in the street directory by 2000 and KOI disappeared on Scott Street by 2004, but “KOI” became the name of current stores and future outlets in Kentucky and other states.

SERVICE STATIONS AFTER WORLD WAR II

Early small stations of “cottage” scale have given way to the much bigger box-like service stations with fewer direct operator-customer relationships. Locally, however, some older stations still are family run in original proximity to provide steady and reliable service whether to long time customers or to newcomers.

South on Dixie Highway, the Kuchle family has done business for years. In 1960 Carl E. Kuchle was President of the “Ft. Mitchell Garage” (1113 Old State Road). Arnold G. Brinker was president and Joseph A. Kuchle vice-president of the “Joseph A. Kuchle and Co.” (3408 Dixie Highway).

About 1941 the Gillespie Brothers (Jesse and Preston) took over a newer service station (corner of McAlpin and the Dixie Highway). In 1980 the Gillespie family station (which closed a few years ago) was servicing, pumping gas and selling used cars.

Another of Norb’s contemporaries is Dick’s Standard Service - still operated by Richard and Margaret Ostendorf at 434 Main Street after 70 years under the Ostendorf name.

The Norb Nie Station real estate in 1956 was conveyed by the Cincinnati Oil Works to four individuals.³⁷ In 1977 the owners who were individual stockholders in the Tresler Company sold the real estate to Norb Nie Jr.³⁸

Starting the new millennium Covington still possessed “crown jewel” businesses. They included Blank’s Pharmacy, Stewart Iron Works, Motch Jewelers, J. H. Fedders Feed Co., All Vacuum Center, Chris A. Papas & Son Co. (candy makers), Ray D’Amico Tailor Shop, L & L Cleaners, Victory Battery Service, and the Norb Nie Station.³⁹

REMINISCENCES

In December 2011 Norb Jr. retired. He soon leased the garage. The first gasoline brand Norb could remember was "White Rose."⁴⁰ When seeking a new supplier, Ashland Oil insisted on a minimum volume clause, so Tresler Oil became the supplier. The station had three pumps, two for regular and one for Ethyl, a high octane fuel for certain vehicles. Norb never wanted calls at night that tow truck service operators put up with, but he did aid familiar customers stuck on the road. For towing he would call Glenn's Chevron (20th and Scott Blvd.) or Jess and Sons towing service. The station crew pumped all the gasoline. On occasion, however, a customer with a lighted cigarette needed to be reminded to stay back. A no smoking sign warned everyone during a gasoline tank repair.

Accidents were very few. He recalled that once when a customer was coming in to pick up a car, Norb had it idling inside. The carburetor seemed to flood, burning gasoline filling the air with black smoke. But Norb was able to slip it into neutral, push it outside and wait for the fire department.

Environmental regulations were forcing service stations to replace old tanks. The estimate for replacement was prohibitive. Norb decided to terminate gas service which at 10 cents per gallon had been lucrative. Tank removal and soil cleanup nevertheless became mandatory. Federal "assurance" funded the cleanup, but the project at his station took longer than at many other stations. It looked like he might deplete the \$1 million fund before completion. He might have been stuck with paying for the unfinished work. However, by changing contractors he got the work finished leaving a surplus. The contractor arrived daily. Removing all contamination meant digging up all of the lot. Accompanied by his lawyer Norb made many trips to Frankfort. Groundwater is still being monitored but the process seems finally to be coming to an end.

Break-ins at the service station were not new.⁴¹ However, Norb recalled that burglaries became more severe from the late 1960s when rental properties were more common until the late 1970s when hous-

ing rehabilitation and ownership became a trend. The biggest burglary cleaned out the service station. Stolen were pricey "Snap-on" tools and many other items. Norb purchased cheaper tools, but could not protect the premises. Thieves once stole a burglar alarm console. In keeping thieves from breaking in, a guard dog he once tried was stabbed multiple times with a pointed stick or rod through an opening. The last resort was to keep inventory at the bare minimum. He declared that policy on a sign but windows were still broken.

Norb purchased the Bosch brand of batteries from a sales representative. Even with the danger of theft he kept a few on the shelf for immediate needs.

Computerized fuel injection now has eliminated mostly the problem of carburetors deterring a cold engine from starting (a big improvement). Before fuel injection Norb had a spring-loaded clothes pin to keep a carburetor choke open during engine warm-up. Exhaust systems provided much repair work. Then improved design eliminated much rusting out from water vapor condensation. The station sent radiators to Sogar's repair service, but the newer systems no longer can easily be repaired by merely closing off a leaking section.

By removing its office from 11th and Madison the Catholic diocese of Covington took away business with nuns and priests which Norb Sr. had nurtured. While providing a large portion of income, fueling cars had also brought customers back for repair work, his best income source. When he lost his gasoline revenue in 1989 Norb then used discount pricing ("\$19.95" for oil and lube") as an attraction. Occasionally he did documented warranty work for owners of newer cars. In the last decade business was "fair."

Station hours had been seven days a week, 8:00 a.m. to 7:00 p.m., with Norb Jr. getting alternate Sundays off. Later the station closed on Sundays. After Norb Sr. retired in 1977 his son reduced hours even more, eventually to Monday through Friday 8:00 a.m. to 4:00 p.m. Aside from attending school and working two years as a "salesman" he labored at 11th and Russell from age 12 to 74.⁴²

See page 10 for endnotes

Anna Bell Ward

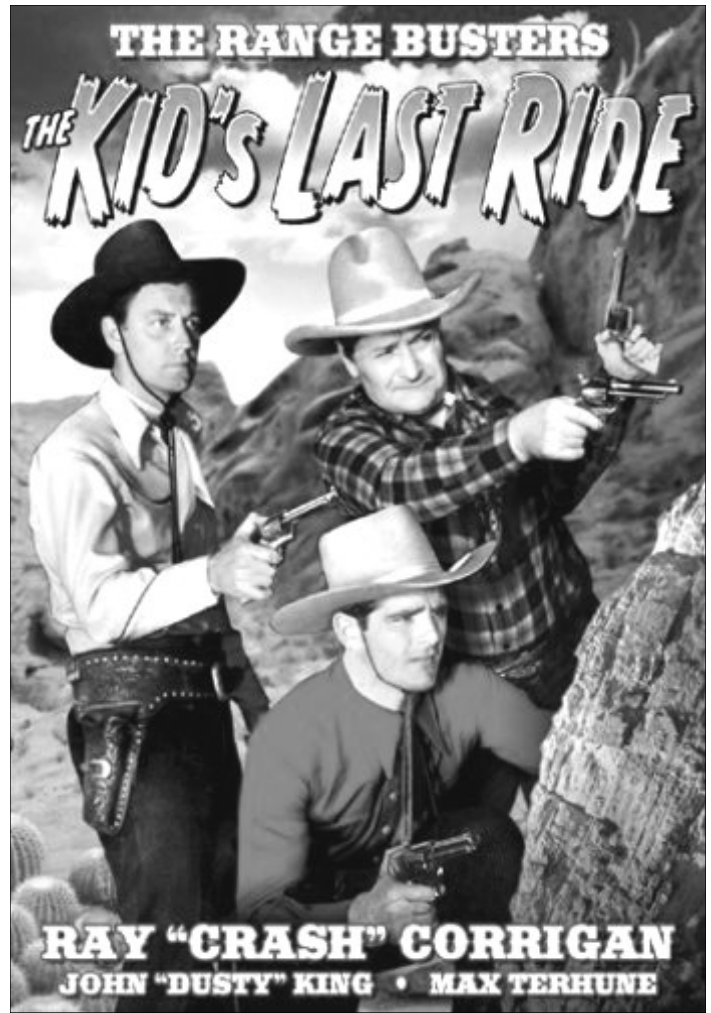
Taken in part from Michael Sweeney's entry in the Encyclopedia of Northern Kentucky

Anna Bell Ward was born in Covington, Kentucky on December 28, 1897. The daughter of Edward and Annette Ferguson Ward, Anna was educated in the public school systems of Covington and Chicago. At the age of 14, she won a scholarship to the University of Cincinnati College of Music where she later graduated. She was a child vocal soloist for Christ Cathedral in Cincinnati, the Cincinnati Zoological Gardens, and the Lyric Theater. She also performed with John Phillip Sousa's band as well as the Cincinnati Symphony Orchestra.

At the age of 17, Anna began her business career as the owner/manager of the Pastime Theater in Maysville, Kentucky. Her family eventually owned a chain of 35 theaters called Phoenix Amusements. She became an early expert in motion picture theater management and was recognized nationally for her ability to publicize movies.

As a young adult, Anna produced nearly 20 westerns and starred in several others. She often designed the costumes for the films as well. Her first motion picture, *The Range Busters*, was so successful that several others followed, all starring the same group of actors — Ray "Crash" Corrigan, John "Dusty" King, and Max Terhune — and the films were known as the Range Busters series. She was also an author of short stories, including *Night Winds*, *Big Business Girl*, and *Uncle Andy's Secret*. She helped to organize the Kentucky Colonels in the 1930s and, as the organization's first secretary, was the keeper of its seal.

For many years, Lexington was Ward's home. Her office was in the Strand Theater building on Main Street. In retirement, she lived in Somerset for many years before returning to Lexington in her final years. She died at Country Place in Lexington on May 18, 1996, at the age of 90. Anna Bell was buried in Lexington Cemetery next to her late husband, David A. Adolphus Olson of Somerset.



Film Credits:

1940

The Range Busters, Trailing Double Trouble, West of Pinto Basin

1941

Trail of the Silver Spurs, The Kid's Last Ride, Tumbledown Ranch in Arizona, Wrangler's Roost, Fugitive Valley, Saddle Mountain Roundup, Underground Rustlers,

1942

Thunder River Feud, Rock River Renegades, Boot Hill Bandits, Texas Trouble Shooters, Trail Riders,

1943

Two Fisted Justice, Bullets and Saddles

Street Named In His Honor

Our own Ron Einhaus was recently honored with the renaming of David Street in West Covington as Ron Einhaus Way. Ron passed away last December and has been greatly missed by the Kenton County Historical Society. In fact, there is hardly a community service organization which hasn't been touched by Ron in some way. From organizing a committee for the upcoming Bicentennial of Covington (2015) to volunteering with Behringer-Crawford's holiday train display, Ron was always ready to raise his hand and step into a leadership role. Ron was active with Suspension Bridge fundraising, Roebling Fest, the Botany Hills Neighborhood Organization, Friends of Covington, and much more. Ron also served on the Society's board for many years and held the position of president at the time of his death. Ron Einhaus Way is a perfect tribute to Ron and a permanent reminder as to just how much he was loved by his community and just how much he is missed.

Right: New street sign hanging from a utility pole at the intersection of Highway Avenue (Rt. 8) and Ron Einhaus Way.

Below: Pastor Paul Burden of St. John's Congregational Church speaks before a crowd of approximately 60 on hand for the sign's unveiling.

*Both images courtesy:
Bob Webster*



A Look Back at The Headlines

An on-going feature reliving local headlines

This issue features:

The Covington Journal – June 10, 1876.

The “Old Boys” of Covington

A meeting of the old residents of Covington and Kenton County who lived in this vicinity prior to 1827 is now called for the purpose of forming a pioneer association where those who were boys in the days lang syne but now grown gray with years may tell of scenes and glories past. The meeting will take place in the Court House one Saturday evening June 10th at 7½ o'clock.

Lager Beer

A Vermont court, after hearing the testimonies of doctors, experts, and guzzlers, has decided that lager beer is not intoxicating.

Married on the Bridge

Mr. Clarence Gregg of Circleville, Ohio, and Miss Clara Looker of Cincinnati, were a few days ago married on the suspension bridge, at the Covington end. Elder P.B. Wiles performed the rite and it was witnessed by Vickers and Westerman.

Jubilee Concert

A grand concert in honor of the thirteenth anniversary of the coronation of Pope Pius IX will be given at the Mother of God Church, Sixth Street, Covington, Sunday evening June 18th. There will be one hundred vocalists and fifty instruments under the leadership of Michael Brand. There will be a German address by Bishop Toebebe and an oration by the eloquent Jesuit, Father McGiverny.

NORB NIE — ENDNOTES:

1. Bill Bryson, *The Life and Times of the Thunderbolt Kid, A Memoir*, New York, published by Broadway Books, the Doubleday Broadway Publishing Group, a division of Random House, copyright 2006 by Bill Bryson, page 35
2. According to an online source
3. Street Directories
4. Articles of Incorporation, Book 6, pages 73-74, Covington Courthouse
5. Articles of Incorporation, Book 6, pages 301-302
6. According to an internet source they were short lived models marketed in competition with Ford's Model T
7. Articles of Incorporation, Book 6, pages 502-503
8. Articles of Incorporation, Book 7, pages 318-320
9. Terry W. Lehmann and Earl W. Clark Jr., *The Green Line, The Cincinnati, Newport & Covington Railway*, the Central Electric Railfans' Association, 2000, page 75 (from Special Collections and Archives, UK Libraries)
10. Articles of Incorporation, Book 7, pages 123-124, 130, 337, 423, 520
11. Sharon Jobert, "Stewart Iron Works," *Encyclopedia of Northern Kentucky*, edited by Paul A. Tenkotte and James C. Claypool, University Press of Kentucky, 2009, page 854
12. Articles of Incorporation, Book 7, pages 359-360
13. "Covington Centennial Official Book and Program," 1914
14. Jim Reis, "Memorial Day, 1921 – Northern Kentucky Salutes its Veterans," *Kentucky Post*, May 28, 2001, page 4K
15. "Auto News and Tips," *Kentucky Post*, January 13, 1917, page 2
16. Articles of Incorporation, Book 7, pages 446-448
17. Locations were: 652 West 3rd, corner 4th and Court, 112 E. 7th, southwest corner 9th and Madison, northeast corner 25th and Madison, southeast corner 26th and Madison, southeast corner Latonia and Madison, junction of Pike and Bank Lick, northeast corner of Pike and Main, northwest corner 5th and Scott, southeast corner 6th and Scott, northwest corner Martin and Scott, the southwest corner of 12th and Scott, southwest corner of 16th and Scott, northeast corner 38th and DeCoursey, southeast corner 40th and DeCoursey and northeast corner 11th and Russell--the future Norb Nie station (Covington street directory)
18. Wayne Onkst, Editor, *From Buffalo Trails to the Twenty-First Century: A Centennial History of Erlanger, Kentucky*, The Erlanger Historical Society, 1996, page 172
19. 1931-32 Erlanger and Elsmere street directory
20. Called "College Square," 1886 Sanborn Map
21. Lot sold to the president of Cincinnati Oil Works; DB 209, page 429, finally recorded December 30, 1925
22. John Boh, "Western Baptist Theological Institute and Seminary Square Historical District," *The Encyclopedia of Northern Kentucky*, University Press of Kentucky, 2009, pages 948, 949; *City Atlas of Covington*, 1877
23. Uncle Bill operated his drug store "next" to Zimmer's until sold by eminent domain for the I-75 right-of-way; since then descendants have operated the Nie drug store in the city of Independence area; interviews, Norb Nie Jr., June 9, 20, July 12, August 3, 2011 by John Boh
24. Norb Sr. passed away in 1997 and is buried in Mother of God Cemetery, *Kentucky Enquirer*, September 28, 1997, page B1A; *Kentucky Post*, September 29, 1997, page 8A
25. "Handles Hup," *Kentucky Post*, May 24, 1929, page 4
26. "Data on Three Kenton County Communities Prepared by Mrs. Udry," *Kentucky Post*, October 25, 1940, page 17
27. Charles Zimmer, Louis Meyer, Joseph Pieper and T. M. Schwindler; "Seek to Be Officials of Covington," *Kentucky Post*, June 4, 1929, page 1
28. "New Chevrolet Concern Opens," *Kentucky Post*, January 1, 1933, page 6
29. "New Used Car Sales Lot Opened in Covington," *Kentucky Post*, April 6, 1933, page 3
30. Articles of Incorporation, Book 7, pages 453-455 and 587
31. Travis Gettys, "Hardware Store Survives Flood, Fires, Competition," *Kentucky Enquirer*, June 21, 2004, page B1
32. In 1928 Chrysler introduced their Plymouth brand as a low priced car; 1929 was the first model year for the DeSoto
33. "New Building Will Open," *Kentucky Post*, June 21, 1928, page 1
34. Deed book 433, page 199, recorded January 7, 1955
35. Around the corner (105 East 4th Street) the Monarch Tool and Manufacturing Company (E. R. Racke, President) had relocated from Cincinnati in 1956 and was known in Covington for making and selling coin dispensers and the like at home and abroad; *Kentucky Times Star*, January 31, 1956, page 1A
36. Lease book #8, page 293, recorded April 5, 1956; Deed book 571, page 473, recorded July 28, 1970; Deed book 631, page 205, recorded November 18, 1974, Covington courthouse
37. Deed book 443, page 349, recorded February 27, 1956
38. 1977 Norb Nie (4024 South Jefferson Avenue, Norwood) purchased the station from four individual stockholders in the Tresler Company for \$30,000 financed with a 20 year mortgage; Deed book 702, page 106, recorded 1977
39. David Wecker, "Jewels in Covington's Crown," *Kentucky Post*, November 19, 2003, pages 1K, 6K
40. According to an online source "White Rose" was indeed a well known brand from Canadian Oil refineries
41. *Kentucky Post*, April 10, 1941, page 1
42. Interviews, Norb Nie Jr., June 9, 20, July 12, August 3, 2011 by John Boh

Then and Now



The Lookout House (circa 1970) was located on Dixie Highway in what is now Ft. Wright. The club was destroyed by fire in 1973 and was replaced by the Lookout Corporate Center office building shown at right.

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:

Structure marking the entrance to a new subdivision and condominium development along Madison Pike (Rt. 17) in South Covington.

photo courtesy Bob Webster

Kenton County Historical Society

September/October - 2011

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Richard Johannemann,
Mary Elise Regan, and
Ex officio - Karl Lietzenmayer

I Bet You Didn't Know

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

September 13, 1845: The bodies of Daniel Boone, 1st citizen of Kentucky, and his wife Rebecca, were brought from Missouri and reinterred in the Frankfort Cemetery overlooking the State Capitol. He had died at his Missouri home On September 26, 1820.

September 15, 1890: The *Kentucky Post* was founded as a daily newspaper in Covington by Edward Willis Scripps.

September 22, 1902: The first Kentucky State Fair opened at Louisville's Churchill Downs.

October 1, 1794: Master stonemason and Baptist preacher Lewis Craig completed the courthouse at Washington, Kentucky.

"On This Day In Kentucky" — Robert Powell

Programs and Notices

Fireworks Party

The Children's Home of Northern Kentucky in Devou Park will host a weekend fireworks party on the front lawn of their grounds Sunday September 4th beginning at 5 p.m. Cost is \$35 for adults — children 12 and under are free. Price includes parking 2 drink tickets, ice cream bar, and concert by the Cincinnati Brass Band. Other food and beverages are available for purchase. Contact the Home for reservations at www.chnk.org

Annual Meeting

It is time once again for the Kenton County Historical Society's Annual Election Meeting. This is open to ALL paid members of the Society and will be held **Tuesday September 13th at 7:00 p.m. at the Behringer-Crawford Museum**. The business meeting and election of officers will be followed by a short presentation. Please make plans to attend and support YOUR Society.

Historic Marker Unveiling

A new Kentucky Historical Marker will soon be unveiled on East 7th Street in front of the Covington Board of Education. The marker is to commemorate the original St. Elizabeth Hospital which once stood on the site. Although the exact date and time have yet to be announced, a target has been set for the last week of September.

2011 History, Art & Culture Lecture Series

One lecture remains in this series. Held at the Baker Hunt Art and Culture Center, 620 Greenup Street, the program begins at 2:00 p.m. Cost is only \$7.00. Contact the center at (859) 431-0020 for further information.

Sunday September 18th:

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

Behringer-Crawford Museum

The Museum will host its annual Fresh Art auction, dinner and gala on Saturday September 17th from 6 to 11 p.m. This elegant event includes catered food and deserts. Auctioned will be art painted by 35 artists in Devou Park with proceeds supporting children's educational programs. For more information, please contact the Museum at 859-491-4003. Also, the "Cincinnati Meets the Beatles" exhibit continues until October 9th. This exhibit includes the stunning photography of Gordon Baer, as well as music and memorabilia from the world's most successful rock group.