

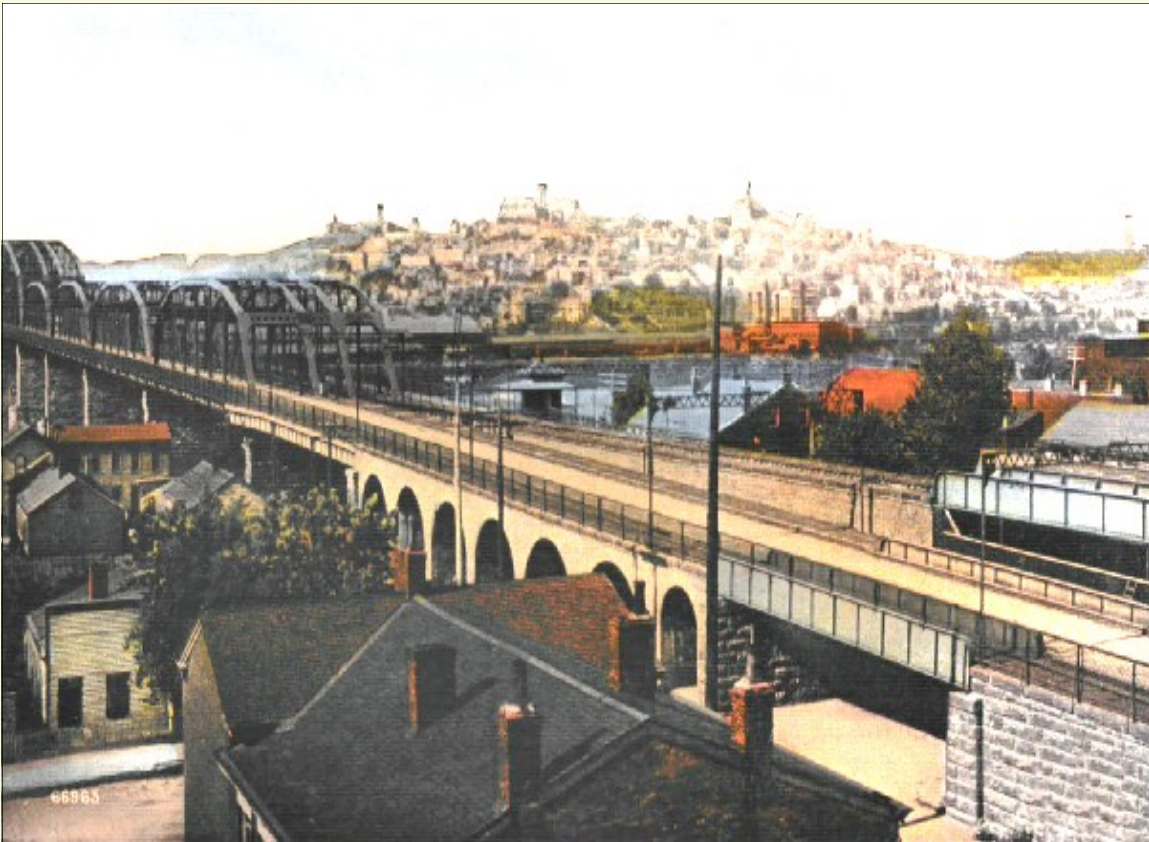


Bulletin of the Kenton County Historical Society

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Northern Kentucky Railroads and Bridges,
Crossings, Intersections, and Stations

Ronald Louis Ziegler
Covington-born White House Press Secretary

Northern Kentucky Railroads and Bridges, Crossings, Intersections, and Stations

John Boh

Locomotives “Butt” each Other

In the spring of 1893, two giant railroads clashed in Covington rail yards. The fight about a “shipping track” was to be settled in court, but the C.&O. tried to force the issue by laying a “straddle track” a few inches from the contested one. The Louisville & Nashville (L.&N.) was claiming the “track,” the Chesapeake & Ohio (C.&O.) was claiming the “ground.”

Locomotives from both sides entered the fray, leading to “butting!” (The “Iron Horses Butted and Butted Each Other.”) An angry C.&O. road master, John Reynolds, allegedly climbed aboard an engine and assaulted an L.&N. engineer, Tom Colbert. An L.&N. section boss, Thomas Maloney, appeared in Covington Police Court charged with “tearing up” the contested track. An L.&N. fireman, H. W. Glenn, was severely injured in another incident.¹

Competing for power and prestige in city after city, the L.&N. had built its railroad empire from Louisville; the C.&O. had built its line from the east coast through West Virginia into Kentucky. By 1893, they shared a rail route from Covington to Cincinnati - but still as rivals.

In the 19th century, emerging cities also competed for valuable commercial advantages including railroad facilities.² In 1866, Cincinnati had six scattered depots and Covington had another one. In 1900, Cincinnati even had architecturally grand stations at Sixth and Baymiller; at Front and Butler (Pennsylvania and L.&N.); and at 3rd and Central (“Big Four”).³

Yet to consolidate and streamline passenger and freight services, old rivalries would be left behind in the 1920s. Big public construction projects preceded the opening of a very grand and elegant Cincinnati Union Terminal in 1933.

Three Interstate Railroads Emerge

By 1893 three interstate railroads in Northern Kentucky intersected with each other and shared some sections of rail beds. They also blocked vehicular, streetcar and pedestrian traffic on streets, roads, and to private driveways.

The Covington & Lexington, the earliest local Northern Kentucky railroad, started operating regularly by the end of 1854. Local investors and promoters included Mortimer Murray Benton, first Covington mayor (1834-35) and president of the railroad; Bushrod T. Foley, the fourth Mayor (1845-1860); merchants, Samuel Walker, John B. Casey, and Charles Withers (who financed the first 18 miles south), and Frederick Gedge; industrialists, John T. Levis and Alexander Greer; and others.⁴

The Covington & Lexington tracks ended near 7th and Washington streets. Railroad tracks were built south through a tunnel into present-day Latonia, and in the Licking River watershed to Falmouth, Cynthiana and Paris. They joined with the Maysville & Lexington Railroad tracks going to Lexington.⁵

The Covington and Lexington Railroad soon became the consolidated Kentucky Central Railroad. The Kentucky Central was later acquired by the C.&O., and then by the L.&N. It became a division of the L.&N.

Another railroad, the Louisville, Cincinnati & Lexington (L.C.&L.), was built from Louisville to Newport, and crossed the first local Ohio River railroad bridge (1872) to Cincinnati. From LaGrange near Louisville it ran through Glenco, Sparta, Verona and Walton. From Walton, it followed the direction of Banklick Creek to present-day Latonia. It crossed over the Kentucky Central tracks and a Licking River railroad bridge. It was built on Saratoga Street in Newport to the bridge.⁶

The L.&N. acquired the L.C.&L. Railroad in 1881. When the L.&N. was acquiring additional property in 1893 at “Milldale” (now Latonia), some businessmen saw “a large city” developing in “five years.”⁷ The Cincinnati Southern Railroad crossed the second local Ohio River railroad bridge (1877) passing through Ludlow, along Pleasant Run Creek toward the Dry Ridge. At Walton, a trestle carried the newer Cincinnati Southern rails above the older east-west L.C.&L. tracks.⁸

In the 1880s, the C.&O. built tracks along the south bank of the Ohio River passing through Ashland, Maysville, Augusta, Dayton, Bellevue and Newport. The newer C.&O. laid its tracks over the L.C.&L. roadbed at



Above: C&O Offices and roundhouse, Covington, taken in 1985.
On the cover: View looking north from Newport showing the L&N bridge, circa 1965.

images courtesy: Kenton County Public Library

11th and Monmouth streets in Newport before entering Covington on its new Licking River railroad bridge. To reach into Cincinnati the C.&O. had acquired the Kentucky Central route which still ended near 7th and Washington. At street level, the C.&O. soon extended the Kentucky Central tracks diagonally toward Main Street to reach the third local railroad bridge built over the Ohio River (1888). The C.&O. thereby connected with the rail yards in Cincinnati at the Mill Creek.⁹

K. C. Junction – Very Busy

A short distance from downtown Covington the C. O. tracks intersected with the older Kentucky Central Railroad at “K. C. Junction.” This junction is just north of the Stewart Iron Works property, not far south from old roundhouse and railroad repair shop buildings (still standing near 12th and Madison).

The direct connection to Cincinnati made the track at K. C. Junction for a while the “busiest in the country.” The bridge “at Main Street was the heaviest and the longest truss bridge in the nation at the time.”¹⁰ Then

the L.&N. in December 1890 acquired the K.C.R.R. right of way – thus sharing it with the C.&O. to the Cincinnati rail yards. Yet the L.&N. and a reinvigorated C.&O. remained adversaries.¹¹

The L.&N. now used two bridges across the Ohio River. It readily survived the 1890s business depression. New acquisitions made it a major southern carrier with over 2,000 miles of tracks. Coal became a dominant commodity. Freight tonnage doubled after 1900. The L.&N. was envied by “other railroad directors.”¹²

During World War I, capacity seemed to be reached for rail traffic in the Cincinnati yards across the river. A consensus emerged that the multiple freight and passenger stations were inadequate. The region’s railroad infrastructure needed reinforcement and streamlining.

Before the C.&O. replaced its original bridge at Covington, the two oldest local Ohio River railroad bridges were rebuilt. The bridge that was opened for the L.C.&L. Railroad in 1872 was also called the “Newport

and Cincinnati Railroad and Wagon Bridge.” It had roadways on both sides of the tracks. Around 1881 it was widened for horse drawn streetcars. But heavier railroad cars and locomotives and the introduction of electric street cars made this bridge obsolete. Its replacement in 1897 had rails for the L.&N. on one side and on the other side a roadbed with street rails and walkway.¹³ Opened with single tracks in 1877, the Cincinnati Southern replaced its bridge at Ludlow in 1922 with a double tracked structure.¹⁴

Demanding Better Railroad Amenities

By 1900, Covington factories also wanted more direct loading facilities, but they were rejected. C.&O. people met with officials from the Cambridge Tile Company and other leaders. They toured a proposed connection along Willow Run Creek, the “probable route” for sidings from the Cincinnati Southern and C.&O. to the tile manufacturer located south of 16th, between Holman Street and Willow Run. They saw the Houston, Stanwood & Gamble Company (manufactures of steam engines and boilers), the Republic Iron and Steel Mill and other local factories. Industry owners threatened to move out if rail-car loading were not made more convenient. Railroad spokesmen claimed to be favorable - if there were sufficient “inducement.”

In 1901, the railroad offered unfulfilled hope for a new freight depot at 12th and Washington streets.¹⁵ Discussions in 1913 again included factory switching tracks, a new passenger depot and street-track “grade” crossing elimination. The City Solicitor under Mayor George E. Philipps drafted an ordinance. It was said that the railroad wanted a “proper ordinance” and that voters also needed to be persuaded.¹⁶

In 1907, when Covington annexed the town of Central Covington, the L.&N. already had extensive rail yards around 23rd Street.¹⁷ Mayor John J. Craig in 1908 introduced a resolution directing the railroad “to erect a viaduct over the tracks” at present-day 19th Street. He claimed that the intersection was the only “direct connection” between its new addition “and the rest of the city.” Trains blocked the street and often delayed the Fire Department, Craig said. The resolution passed unanimously, but prematurely, in 1908.¹⁸

The passenger “shack” in Latonia by mid-June 1914 had been remodeled, with sanitary drinking fountains, two lavatories for whites and two for colored, a cement walkway, a new exterior paint job, electrical platform lights, and “the newest electrical appliances. The station master was keeping the interior clean and the floor well

oiled. But the Pike and Washington depot (downtown) still had not been modernized - only washed-down a few months ago.”¹⁹

A Special Liberty Bell Celebration!!!

Northern Kentucky schoolchildren, parents and others enjoyed an extraordinary celebration at the railroad tracks on November 22, 1915 - and it happened to be Covington’s centennial anniversary year!²⁰ They viewed America’s very own Liberty Bell up close on its return trip from San Francisco to Philadelphia!²¹ About the time of Liberty Bell festivities the Covington Industrial Club and the West End Welfare Association prepared to urge that the city go to court as needed to compel the railroad to rid the city of dangerous street-railroad track “grade crossings.”²²

On the Horizon: New Infrastructure

There were murmurings by 1916 about combining freight and passenger terminals and elevating tracks to a new C.&O. Bridge. In just 25 years the C.&O. Bridge became obsolete. Constant traffic and heavier tonnage still crossed the bridge at a higher elevation than street level requiring more locomotive power. Elevated tracks to the bridge would ease the passage and eliminate hazards at street level.

Nevertheless, negotiating agreements between citizens, officials and the railroads was unending. Offering false hope the railroad said it might sell current depot property and build a station in Covington where the Elizabeth Hospital building was torn down (west side of Madison at 11th Street).²³ Or the railroads might build a passenger or freight depot at “6th and Madison.”²⁴ In late 1916, a Covington Industrial Club Committee drafted a proposal for eliminating grade crossings on Madison at 12th, 17th, 19th streets.²⁵

But inklings of the real future were shared by railroad attorney Maurice Galvin in November 1916. The railroad was considering building a “tunnel” under 17th street so as not to disrupt the Stewart Iron Works during massive construction work from 17th Street to the river. At this date “a sure thing” also was building new passenger and freight stations downtown, then envisioned on existing sites.²⁶ The United States declared war on Germany in April, 1917.²⁷

A New Passenger Depot – Finally

In 1916 the newspaper had shown a passenger depot drawing that looked very much like the building (now an office space) finally built in a new location at Pike and Russell.²⁸ Dedicated in 1922, its exterior is red brick

and white terra cotta. Inside, the depot had separate waiting rooms “for whites and colored.”

In 1921, after two terms as Mayor, John J. Craig, a very prominent Northern Kentucky Republican, had been appointed State Auditor by Governor Edwin P. Morrow. And it was Craig’s State Auditor’s office that approved the building plans for the new Covington passenger station.²⁹ Then, too, his John J. Craig Construction Company also got the building contract! His father, A. J. Craig, (circa 1847-1913), had been a builder and contractor doing public building projects including Covington’s city hall building (1901). John J. Craig (1873-1930) joined his father, also working on public buildings, and he inherited the business.³⁰ In 1922, Governor Morrow, members of the State Railway Commission and the presidents of the C.&O. and L.&N. were invited to the opening with U. S. Senator Richard Ernst to deliver the dedication speech.³¹

A New Freight Depot – Finally

In 1922, the L.&N. (which owned the freight facility there) was planning to erect a new depot on the site of the old one barring a last minute change of plans. Shelby D. Rouse had referred Covington Mayor Thomas Donnelly to the L.&N. office in Louisville. With the mayor’s input, plans were set to tear down the old depot on Washington Street, replacing it with a new one for \$127,000.³² L.&N. and C.&O. engineers and City Engineer Harry G. Meiners surveyed the site. For a larger freight depot, additional property would be acquired.³³

Newport

In 1922, the Health Board was asked to exert pressure for a new depot “at the head of Monmouth Street” in Newport. The Grand Jury returned five indictments against the L.&N. for blocking crossings on Saratoga and one against the C.&O. for failing to keep a “suitable closet at the depot.” The unsanitary depot should be replaced with facilities necessary for the traveling public. Yet condemning the old Newport depot could make for a court battle. Demands were heard but the two railroads passed the buck, saying that while the L.&N. “owned” it, the C.&O. handled “operations.”³⁴

Latonia Race Track

2,000 automobiles largely from Cincinnati in 1922 supposedly would be passing through Covington streets during the 29 days of the Spring Meet. Safety Director J. Mason Howk planned to keep traffic out of the main business district. From the Suspension Bridge, motorists would take Scott Street south to Sterrett, west to Madison, and south to the track in Latonia. Thirty patrolmen would keep motor vehicles “in single file.” Motorcy-

cle cops would prevent “cutting ahead” and would be ready to arrest violators.³⁵

Always a priority was eliminating blockage of traffic at 17th and Madison by the C.&O. trains. Passing trains impeded traffic from Cincinnati. The intrusions provoked racing fans scurrying to the Latonia Race Track for Post Time. The streetcar company and city were to pay a 35% portion, as current legislation stipulated, for elevating the rails above the street. The Kentucky Jockey Club agreed to make its annual donation to the worthy cause.³⁶ Excavation work would start at 17th and Madison in the summer of 1927. No changes, Safety Commissioner Theodore Kluemper stated, would be made on the designated route to the Latonia Race Track. Eastern Avenue would be open to motorists from Newport and heavy traffic from elsewhere.³⁷ 30,000 attended the Latonia Derby on June 26, 1927. The Fall Meeting also had good crowds.³⁸

Reconstruction Is Compelling

When the first C.&O. Bridge was finished in late 1888, “Cincinnati stood third behind only Chicago and St. Louis “in the number of freight cars passing through the switching district,” but soon this new bridge would withstand the combined traffic of the C.&O. and L.&N.

By World War I, routing, switching and transferring had become chaotic. Congestion in the Mill Creek basin intolerable. By 1925, four railroads were planning a new union depot, new freight facilities, moving tracks to the outskirts of Cincinnati and building a new Ohio River bridge and viaducts. Elevated tracks would facilitate easier passage across the new bridge from either Covington or Cincinnati. The hundreds of freight cars per day and the heavy volume of passenger business (then starting to decline) made new construction the order of the day. In 1923, the Cincinnati Railroad Development Corporation was formed and the Cincinnati Union Terminal Company established. The Cincinnati Railroad Terminal Development Corporation in July 1927 finalized agreement with seven participating railroads to build a consolidated station.³⁹

1927: Covington Politics

Awareness that the work in Covington was essential to the union terminal project in Cincinnati gave cause to be aggressive. In early May, Covington passed a first reading of a premature ordinance foreseeing reconstruction. By mid-May, the C.&O. had agreed to waive the 35% public funding requirement by law, and to pay for all grade crossing work to the Ohio River - except at 17th Street. Given these concessions, the *Kentucky Post* sug-

gested holding off on lobbying for switching tracks. But Greg Hughes of the Optimist Club then complained about all the inconveniences when construction would be blocking streets. R. C. Stewart from the Iron Works and R. J. Dibowski from Wadsworth Electric proposed imposing a “smoke ordinance” to suppress fumes from locomotives idling on railroad sidings.

There was indeed a side-agreement with the railroad that was major. There would be a two-year option for purchasing the existing C.&O. railroad bridge to convert for vehicular traffic. The C.&O. would build a new railroad structure next to it. City officials would negotiate with Kenton County, the State of Kentucky, Cincinnati, Hamilton County, and the State of Ohio for “joint purchase.”

Simon Billiter, president of the Industrial Club, again argued the need for switching tracks. John Klette, Northern Kentucky Automobile Association attorney, claimed that the railroad should be made to pay still more fully “all” costs for grade crossing elimination.⁴⁰

Grade crossings at 19th Street and in Latonia fell more under the L.&N. jurisdiction. In 1927, A. G. Simrall and others once again were demanding an agreement on 19th Street: “The future of the city lies in the western hills and the city now has two routes, the Dixie Highway and the Highland Pike, which will become an important artery out of the city.” He was arguing also for easier exit to the suburbs.

The Covington & Cincinnati Elevated Railroad & Bridge Company (a subsidiary) “built” the new C.&O. Bridge. It owned “.425” of a mile of rail right-of-way from 9th street “to the east approach” and .34 of a mile from the east approach to the low water mark of the Ohio River.⁴¹ In Covington 1,600 feet of track would be elevated. In Cincinnati, tracks were elevated on 6,200 feet of continuous iron viaduct; it was both to divert trains from points of congestion in the rail yard and to reach the north end elevation of the new bridge.⁴²

In Covington, civic clubs and their allies still pushed for more concessions. Railroad attorney Maurice Galvin stated that the railroad was unwilling to invest the estimated “\$1 million” for factory switching tracks. William Hoppenjans, former president of the Industrial Club, accused the railroad of being less than candid about all plans, but Galvin insisted that everything was on the table for evaluation; a 60-day delay would be very damaging. Civic organizations still were thinking of a referendum strategy.



Joe Overman, baggage engineer for 15 years, is shown in a 1965 *Kentucky Post* article announcing the possible closing of the C&O depot in Covington.

Courtesy Kenton Co. Public Library Archives

City engineer William Stewart worked to keep 12th Street open by either a traffic overpass or underpass. He was trying to reduce the sharpness of pavement dips under rail overpasses at 15th, Robbins, and Pike, and he wanted to reduce the dip of Pike Street from 7 to 3 to 4 percent. He advocated building a vehicular underpass at Johnson near Craig, and keeping 10th Street open. The railroad would probably accept his recommendations. Civic organizations were to meet with the railroad to insist on building a 12th Street viaduct and on the railroad paying for “removal of water lines, sewers, or wires incidental” to the projects.⁴³ There was a rumor that a stubborn C.&O. might move its maintenance shop jobs out of Covington. This of course caused employees to urge passage of the ordinance. Galvin then assured everyone that the repair shops would not be relocated.

The Ordinance Is Passed

On June 2th, a first reading of the updated ordinance was passed unanimously and a vote on final passage was scheduled for the next week. Covington and the streetcar company would pay 35% (or an estimated \$48,000 as per statute) for 17th and Madison. The C.&O. would pay all expenses including property damage for the other crossings. 12th Street would have a traffic underpass (changed later); 11th street an overpass; Robbins an overpass; 10th Street an underpass; 9th Street closed; Russell and Pike an underpass; a new connector street between Johnston and Sixth on the east side at the retaining wall aligning the elevated tracks; 8th Street was possibly a non-issue then due to siding tracks nearby. The ordinance also listed “new”



Looking south in Covington with the 26th Street overpass in the background, circa 1980.

courtesy: Kenton County Public Library Archives

C.&O. railroad bridges over streets between the Licking River and Madison Avenue. Some plans and specifications were later altered. For instance, 12th Street has had a traffic overpass. John Klette said this ordinance was 100% improved but much sentiment favored leveraging more concessions. Industrial switches were excluded. There was still no 19th Street provision, and none for Latonia.

On June 9th, Galvin then presented a petition with "15,498" signatures approving immediate passage and refuting the "150" from the Industrial Club wanting further delay and more negotiation. The ordinance became law.⁴³ Yet more concessions were sought after passage of the ordinance. The *Kentucky Post* front page editorial on June 11 argued that if Covington pays its \$2 million share to acquire old C.&O. bridgework for vehicular traffic over the Ohio River, the Elevated Bridge Company might be

wise to invest an estimated \$400,000 to \$500,000 in industrial switches, to generate more railroad business. But the threatened referendum was finally dropped. Forrest Alvin of the Wadsworth Electric Company later moved to thank civic advocates for achieving "\$350,000" in additional improvements for Covington.

In the new passenger service configuration, the L.&N. passenger trains would be routed through Covington but the L.&N. would continue its freight depot on Saratoga Street. The L.&N. was preparing a proposal for 19th Street. John Klette urged continued planning for Latonia – including a Caroline Avenue underpass.⁴⁵

Workers at 17th and Madison in August 1927 had started digging when activists again lobbied for additional overpasses. In October 1927 a nearby patrolman clocked

a train delaying a fire truck “8 minutes” at Southern Avenue in Latonia. Newport was considering a \$50,000 bond issue to help fund elimination of the grade crossing at 11th and Monmouth streets.⁴⁶

Construction, of course, inconvenienced residents and visitors. Mother of God Church was located a block or so from 6th and Johnson and not that much farther from similar work at 5th and Johnson, and Pike and Russell. Besides excavation for footers and foundations, the rail bed was being elevated on back fill contained within the parallel retaining walls. The parish complained about the “mud” and claimed some drop-off in attendance.⁴⁷

Rounding Out Pre-War Improvements

After the ordinance of June 9, 1927, more changes and additions were made and additional funding secured. A newspaper index for late 1927 into the 1930s indicates that new and follow-up business transpired regarding 4th, 6th, 8th, 10th, Robbins, 11th, 12th, 15th, 19th, 32nd, 40th, 45th, Caroline, Graff, Decoursey, Southern Avenue, and Earle Street in Covington/Latonia; Monmouth in Newport; the Dixie Highway in Erlanger, Walton and Williamstown; the three-L highway; and in Bellevue.⁴⁸

Vehicular and pedestrian overpasses were built over 19th Street (in the early 1930s) and over 11th, 12th, 15th and Robbins streets; 9th and 10th streets were closed; rail overpasses were built over Madison Avenue at 17th and over east-west streets from 8th to the Ohio River Bridge.⁴⁹ Around 1931, the Caroline Avenue rail overpass was built with additional sewer work completed later on. In 1935, Congressman Brent Spence requested funds for eliminating more rail crossings.⁵⁰ The WPA funded construction of a Veterans Memorial Underpass for a sidewalk parallel to the roadway underpass built years ago. It had already eliminated the Highway Avenue grade crossing with the tracks of the Cincinnati Southern Railroad.⁵¹ Another invaluable project, after many years of very heated politics, was building bridges over Monmouth Street in 1936 for the C.&O. and for the L.&N.⁵² WPA work in 1936 eliminated the Dixie Highway intersection with the Cincinnati Southern at Erlanger.⁵³ As with original railroad building in the 1800s, these projects drastically altered Northern Kentucky landscapes.

After World War II

Depots were closed in the 1960s, including the Covington passenger station and the L.&N. freight office at 215 East Fifth Street, Newport. Closed some years later was the C.&O. division office at 14th and Madison. The dispatcher office, however, continued to be listed in the street directory at K. C. Junction.⁵⁴ The railroad bridge at

Newport was closed in 1984 and the tracks on Saratoga Street removed soon thereafter.⁵⁵

Opened in 1933, the Cincinnati Union Terminal closed in October 1972. The C.&O., as part of the Chesie System, and the L.&N., as part of the Seaboard System, both were consolidated into the CSX Transportation holding corporation in 1983.⁵⁶

1. K. P., May 1, 1893, p. 4; May 2, 1893, p. 4
2. Paul A. Tenkotte, *Rival Cities to Suburbs: Covington and Newport, Kentucky, 1790-1890*, a dissertation submitted, Department of History, College of Arts and Sciences, Cincinnati, OH: University of Cincinnati, 1989
3. Carl W. Condit, *The Railroad and the City – A Technological and Urbanistic History of Cincinnati*, Columbus: Ohio State University, 1977, pp. 68, 84, 85
4. Joseph Gastright, “The Making of the Kentucky Central,” Kenton County Historical Society Newsletter
5. In the Civil War Kentucky Central property was heavily damaged along the route
6. Charles H. Bogart, “Louisville, Cincinnati, and Lexington Railroad,” *The Encyclopedia of Northern Kentucky*, pp. 565-566
7. “New Depot,” K. P., February 14, 1893, p. 1
8. Charles H. Bogart, “Cincinnati Southern Railroad,” *The Encyclopedia of Northern Kentucky*, edited by Paul A. Tenkotte and James C. Claypool, Lexington, KY: the University Press of Kentucky, 2009, pp. 181-182
9. Carl W. Condit, pp. 91-101
10. Joseph F. Gastright, “Covington,” *The Encyclopedia of Northern Kentucky*, pp. 233-234; Condit, p. 99
11. Carl W. Condit, pp. 103-106; Joseph F. Gastright, “The Making of the Kentucky Central”
12. Carl Condit
13. Michael Whitehead, “L & N Bridge (Purple People Bridge),” *The Encyclopedia of Northern Kentucky*, p. 527
14. Carl Condit; Charles H. Bogart, “Cincinnati Southern Railroad,” *The Encyclopedia of Northern Kentucky*, pp. 181-182
15. “Freight Depot to be Built,” K. P., Oct. 15, 1901, p. 1
16. “Industrial Switch Plans,” K. P., Sept. 13, 1913, p. 1
17. Joseph F. Gastright, *Gentlemen Farmers to City Folks, a Study of Wallace Woods, Covington, Kentucky*, Cincinnati, Ohio: The Neighborhood Studies Project of the Cincinnati Historical Society, 1980, p.50; Sanborn Map, 1909
18. “Wants Railroads to Build Viaducts,” K. P., July 7, 1908, p. 2
19. “Latonia’s Depot Beats Covington,” K. P., June 23, 1914, p. 1
20. Covington had celebrated its Centennial a year early, 1914!
21. “Liberty Bell Is Viewed by Thousands,” “View of Bell as It Passed Covington Depot,” K. P., November 23, 1915, p. 1
22. K. P., November 22, 1915
23. “Hospital Site to Be Depot (Old Building on Eleventh Street Razed; Brief History),” K. P., Sept 13, 1916, p. 1
24. “Railroads in Pact to Buy Depot Lands (Want Covington Property for Depot),” K. P., September 20, 1916, p. 1
25. “New Covington Station to be Old Grand,” K. P., October 6, 1916, p. 1
26. “Station Plan Unfolded, Crossing Bill Altered” K. P., November 23, 1916, p. 1
27. After two and a half years of efforts by President Woodrow Wilson to keep the United States neutral, Congress voted to declare war on April 6, 1917.
28. “Sketch of Proposed Depot (Photograph),” K. P., November 24, 1916, p. 1
29. “New Depot Plans Approved,” K. P., Aug. 9, 1921, p. 1
30. Jim Reis, “Persistent John J. Craig Beat the Odds to Earn Recognition and Respect in Northern Kentucky,” K. P., June 14, 1993, p. 4K
31. “Depot Opening,” K. P., July 1, 1922, p. 1
32. “Depot to Cost \$127, 000,” K. P., July 22, 1922, p. 1
33. Under current agreement “additional expense” to the C. & O. for freight unloading rights on L. & N. tracks were being passed on to their customers; “Freight Depot to be Built,” K. P., October 15, 1901, p. 1; “Railroad companies Decide to Build on Present Site, Instead of One Offered at Twelfth and Spring Streets,” K. P., August 11, 1922, p. 1
34. “Newport Health Board Asked to Act in Securing New Station for City; Railroad Indicted,” K. P., October 11, 1922, page 1; “Rapped for Failing to Provide a New Depot,” June 29, 1922, p. 1; “Depot Closing Questioned,” October 12, 1922, p.1

Continued on page 10

Ronald Louis Ziegler

Excerpt from the Encyclopedia of Northern Kentucky

Ronald Louis Ziegler was born in Covington, on May 12, 1939, to Louis Daniel and Ruby Parson Ziegler. He grew up at 1074 Altavia Avenue, Park Hills. He attended Dixie Heights High School in Edgewood, where he achieved all-state honors in football. He began college at Xavier University in Cincinnati in 1957 on an athletic scholarship, but gave up sports and transferred to the University of Southern California (USC) in 1958. He graduated in 1961.

While an undergraduate at USC, Ziegler became active in Republican politics: he was a member of the Young Republicans. In 1961, he served as a press officer of the California Republican State Committee, where he assisted in Richard Nixon's failed attempt to become governor of California in 1962.

Public relations and marketing were Ziegler's real fortes, as evidenced by the successful work he did in these fields for the J. Walter Thompson advertising agency in California.

When Ziegler's friend, H.R. "Bob" Haldeman became chief of staff for the newly-elected President Nixon (1969-1974), Ziegler, at age 29, was appointed White House press secretary, the youngest ever. He coined two phrases that will live in American history: he is the first person to call the Watergate incident the result of a "third-rate burglary," and he often responded to the White House news correspondents by calling things "inoperative." Ziegler died in 2003 at his California home and was cremated. He was survived by his wife, Nancy, and two daughters.



A Look Back at The Headlines

An on-going feature reliving local headlines.

This issue features:

The Covington Journal – November 15, 1873.

Local Headlines

“Jacob Hawthorne and wife have instituted suit against the city of Covington for the recovery of \$2,500 taxes paid, and for an injunction against assessing and collecting future taxes. They claim that, under the decision of the Court of Appeals, the city has no right to tax their lands - lying within the new corporate limits - as city property, but that it should be taxed as farm land. The property is assessed at \$40,000 this year.”

“A.G. Brown, of Louisville, has been elected principal of the Third District School.”

Kentucky News

“Mr. Benjamin Martin, aged 114 years, and who was a soldier in the Revolutionary War, died at his home on Crooked Creek, in the north-western portion of this county, on Wednesday the 5th. [Berry Station Free Press].”

“Miss Mary Kirby of Estill County, was married last week to Thomas Aldridge of Clark County. The bride weighed two hundred eighty pounds and the groom weighed one hundred forty.”

“A white fox, according to the Elkton Witness, was scared up in that neighborhood a few days ago and killed. It was the first white fox seen in that county in thirty years.”

“Maysville Bulletin: A prisoner at the present term of the Circuit Court, on being asked by the judge if he had anything to offer to the court, said: ‘No, I had five dollars, but the lawyer took that.’”

35. “2000 Automobiles Use Covington Streets on Way to Race Track,” K. P. June 7, 1922, p. 1
36. K. P., May 6, 1927, p. 1
37. “Traffic Rules,” K. P., June 3, 1927, p. 6
38. “30,000 See Mark Set at Derby,” K. P., June 26, 1927, p. 1. “Horses Jam Latonia for Fall Meeting,” Oct. 9, 1927, p. 3
39. Carl W. Condit, pp. 109-110; K. P., June 9, 1927, p. 1
40. K. P., March 1, p. 1; May 6-28, news, page 1; a publicity committee for organizations: the Rotary Club, the Optimist Club, the Northern Kentucky Real Estate Board, the Northern Kentucky Automobile Association, the Retail Merchants Association, the East End Welfare Association, the West End Welfare Association, the Civitan Club and the Industrial Club; K. P., May 28, 1927, page 1
41. “Railroad Values Almost Million,” K. P., January 12, 1909, p. 2
42. Condit p. 241
43. K. P., May 12- June 1, 1927, news, page 1
44. K. P., June 2, 1927, p. 1; K. P., June 9, 1927, p. 1
45. K. P., June 10, p. 1; June 11, editorial, p. 1; June 12, p. 1; June 14, 1927, p. 1; “Underpass Contract,” (editorial), August 23, 1930, p. 4
46. The *Kentucky Post* showed photos of earth moving and other activities where Madison Avenue would pass under a C. & O. overpass at Covington’s “first” grade crossing elimination; “Grade Eliminators at Work,” K. P., August 10, 1927, p. 1 (photo); “Would You Recognize Madison Avenue?” (2 photos); “Renewed Fight on Grades, Newport May Ask for a \$50,000 Bond Issue,” K. P., August 11, 1927, p. 1; August 15, 1927, p. 1; K. P., October 24, 1927, p. 1
47. “Protest Dirt from Track Elevation, Mother of God Parish Says Mud Hurts Attendance,” K. P., October 18, 1928, p. 1
48. Northern Kentucky Newspaper index, Kenton County Public Library website database
49. The retaining walls holding backfill from between 9th and 10th streets to iron trestles approaching the bridge
50. “Spence to Ask Aid for Grade Programs Here; PWA Funds will be Sought in Eliminating Five Rail Crossings; Newport Job included; Kenton, Campbell, Boone and Grant Counties Would Get Help,” K. P., January 2, 1935
51. Jim Reis, “Viaduct a Ludlow Fixture... Project Took Efforts of Many to Build,” K. P., June 18, 2001, p. 4K
52. Jim Reis, “Sports Complex Gave Boost to Newport’s Image and Pride,” K. P., October 10, 1994, p. 4K
53. Wayne Onkst, editor, *From Buffalo Trails to the Twenty-First Century: A Centennial History of Erlanger, Kentucky*, Erlanger Historical Society, 1996, pp. 36, 37
54. Street directories
55. Michael Whitehead, “L & N Bridge (Purple People Bridge),” *The Encyclopedia of Northern Kentucky*, p. 527
56. Charles Bogart, “CSX,” *The Encyclopedia of Northern Kentucky*, pp. 252-253

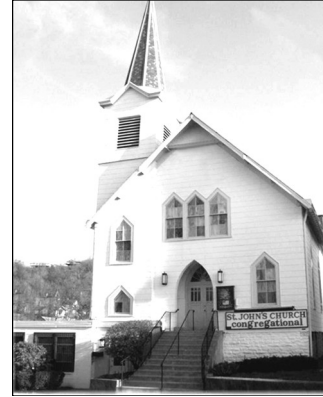
Want to be Published?

The Kenton County Historical Society is always looking for new authors for article submissions to their two publications, the *Bulletin*, and *Northern Kentucky Heritage* magazine.

Bulletin articles should be on a Kenton County topic, 2-6 pages of typed text, and have at least two references. Magazine submissions should be at least 8 pages in length with footnotes, and should cover a topic within the 10-county region.

Submit Bulletin articles to:
Kenton County Historical Society
P.O. Box 641 Covington, KY 41011
or
nkyhist@zoomtown.com

Then and Now



St. John's Congregational Church at the corner of Highway Avenue and Ron Einhaus Way, West Covington.
Left image circa 1900, right image 2011.

both photos courtesy St. John's Congregational Church

Mystery Photo

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



ANSWER:

Banklick Pike in 1851

Kenton County Historical Society

September/October 2013

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*

September 1, 1905: Pittsburg star Honus Wagner, became the first major league player to allow his signature on a Louisville Slugger bat.

September 6, 1902: President Theodore Roosevelt visited parts of Kentucky.

September 8, 1775: Daniel Boone arrived at what became Boonesborough with his family, for what has been officially classified as the beginning of the settlement of Kentucky.

October 8, 1862: The bloody Battle of Perryville 16,000 Confederates against 58,000 Federals. Casualties were astounding, and neither side declared victory, but soon after the Confederates withdrew from Kentucky completely.

"On This Day In Kentucky" — Robert Powell

Programs and Notices

Kenton County Historical Society Annual Membership/Election Meeting with Educational Program

The Kenton County Historical Society requests its members to attend - and invites the public to attend - its **annual membership meeting**. The agenda will include the yearly election of officers, brief treasurer's report, and a look at recent and future activities and publications. A program on Linden Grove Cemetery will follow the business meeting. The business segment should take around 30 minutes.

Around 2:30 Peter Nerone, a member of its board of directors, will lead a presentation on the historic **Linden Grove Cemetery**, dedicated in 1843 and located within the urban core of Covington. The power point presentation will explore its unusual history; some of the well known and lesser-known people buried there; the recent restoration and improvements of the 22-acre scenic green space; and current plans and progress toward also making it a permanently attractive public park, arboretum and outdoor classroom.

Sunday, September 8, 2:00 p.m. at the Behringer Crawford Museum (doors open on Sundays at 1:00 p.m.); admission free to members either of the Historical Society or of the Behringer Crawford Museum; drinks and snacks served

Behringer Crawford Museum

Annual Fresh Art Auction, dinner and gala; September 14th, starting at 5:45 p.m.; cocktails & Hors D'oeuvres; silent auction; music; MC John Lomax, Fresh Art preview; Jeff Thomas Catering; coffee and desserts • live Auction to 10:00 p.m.; early reservation \$65/person; after September 7th \$75/person (see BCM web site); a fundraiser for BCM's children's programs

"Viet Nam, Our Story"; an exhibit starting November 9th; about veterans, families, local activities and attitudes; told by veterans from far-off scenes of field and conflict and by local people on the home front; memories recalled with artifacts, chronology and oral history

Baker Hunt – "Twilight in the Gardens"

Twilight in the Gardens, Saturday, September 21, 7:00 to 10:00 p. m.; an evening celebration with music, food, art; on the campus of the Baker Hunt Art and Cultural Center; celebrating 91 years