

The L. & N. in Cincinnati

By W. W. ALEXANDER

Agent, Cincinnati

THE two divisions of the L. & N. operating out of Cincinnati were formerly two independent railroads: the Louisville, Cincinnati and Lexington Railroad and the Kentucky Central Railroad. Both roads terminated in Covington.

The Cincinnati Division was the first one acquired, by purchase of the L., C. & L. R. R. When the L., C. & L. was first built, it used the Covington terminal of the Kentucky Central; the freight and passenger depot being located at Pike and Washington Sts. After using the Kentucky Central terminal for years, the L., C. & L. became ambitious to cross the Ohio River and make connection with the roads north of the river, but the city of Covington objected to being made a "way-station" and refused to grant right-of-way for bridge approach and tracks.

The city of Newport at that time had no railroad and they offered to give the L., C. & L. right-of-way through their streets if they would construct a bridge across the Ohio from Newport to Cincinnati. The L., C. & L. R. R. accepted the Newport proposition and bridged the Licking River at Milldale, extending their tracks down Saratoga to Sixth St., locating their freight and passenger depot at that point. They undertook to build the Newport and Cincinnati Bridge, but were unable to finance it. The Little Miami Railroad was anxious for connection with a southern line and they took over the N. & C. Bridge and completed it. This gave the L., C. & L. an entrance into Cincinnati by using the terminals of the Little Miami Railroad.

The train yard and roundhouse for the L., C. & L. R. R. were located at Wilders, Ky., and consisted of five tracks with capacity for about 100 cars. This yard took care of both northbound and southbound business for the Cincinnati Division until the building of the Latonia yard, when Wilders was abandoned as a break-up and train yard.

The L., C. & L., or Cincinnati Division, had no direct connection with the roads in the west end of Cincinnati and our carload business for the C., H. & D. and Erie was set off at Walton and delivered through the Cincinnati Southern

over their bridge. Carload freight for other west end lines was delivered over the street connection track.

Our Kentucky Division was formerly the Kentucky Central Railroad and controlled by the C. & O. When the C. & O. built their line from Ashland, Ky., to Covington and built the Covington and Cincinnati Bridge, they sold the Kentucky Central to the L. & N., giving the L. & N. entrance into the west end of Cincinnati over the C. & C. Bridge. Our freight and passenger business was handled by the C. & O. in their terminals. This enabled us to discontinue the delivery of carload business to west-end lines

In order to facilitate the movement of our carload business to and from west-end lines, the L. & N. purchased property from the Cincinnati approach of the C. & C. Bridge to the C., H. & D. yards at Fifth Street and built what was known as the Interterminal Railway; this gave us direct connection from the C. & O. Bridge to the C., H. & D., and C. & O. of I. We also built a large freight house on this property at Third and Mill Streets.

The continual increase of our Cincinnati business called for additional terminals and the L. & N. purchased the N. & C. Bridge from the Pennsylvania Railroad and nearly all the property along the river front from the bridge to Plum Street with the intention of building a large freight depot and team tracks between Vine and Plum Streets. It was the intention to reach the depot and tracks over a viaduct, crossing the public landing. The viaduct was completed from the N. & C. Bridge to the east side of the public landing, but the courts ruled that the City Council had no right to grant the L. & N. right-of-way for the viaduct across the public landing and enjoined the L. & N.'s building it. The proposed depot was never constructed, but the team tracks and driveway were built between Vine and Plum. As we can only reach them over the Pennsylvania street connection track, they have been of very little service to us.

Notwithstanding the heavy increase in our Cincinnati business, there had been very little increase in our terminal facilities in Cincinnati until January 18, 1926, when we completed the delivery tracks in the property purchased from the Queen City Coal Co., just west of our East End Freight Station. This gives us additional trackage for seventy-one (71) cars which will be of great benefit to us during the perishable season.

Many of our patrons and friends, knowing our limited terminal in Cincinnati, express surprise at the large amount of Cincinnati business that we receive. One may ask how we do it? Were I to epitomize, I would say, Brent Arnold, General Freight Agent and Superintendent.



W. W. ALEXANDER

through the Cincinnati Southern at Walton and the Pennsylvania street connection track.

At the time of the purchase of the Kentucky Central Railroad, the shops, roundhouse and yard were located in Central Covington. The building of the L. & N. into Knoxville and Atlanta increased the business on the Kentucky Division to such an extent that it was necessary to have much larger terminals and the Decoursey yards were built. All freight trains for the Kentucky Division are now handled at that point.

Civic Covington

By H. W. JENISCH

Former President of Industrial Club, Covington

LIKE Topsy of Uncle Tom's Cabin fame, Covington was "not borned" it just "growed."

And in this growing it developed many worth-while characteristics and edifices that are worth knowing.

Covington is essentially a city of homes, some 70% of its citizens owning their own homes, which is largely due to the thirty-three Building and Loan Associations that are located in Covington and that have so ably assisted thousands in owning their homes.

Where is there another large city anywhere that has never had a bank failure or whose post office was built within the allotted appropriation and part of the money returned to the Government at Washington, or that has a church of the size to accommodate only three worshippers or has a larger and more beautiful natural park, a gift of 550 acres of the Devou family to Covington?

The unique little church mentioned above is known as the Monte Cassino Church erected by the Brothers of the Monte Cassino Monastery on the hills in the southern part of Covington. It is the smallest Catholic Church in the world and accommodates only three worshippers at one time and could very easily be set in the doorway of the magnificent St. Mary's Cathedral which is located in the heart of Covington.

This St. Mary's Cathedral claims wide distinction, is a million dollar structure patterned after the famous Notre Dame in Paris and is one of the finest examples of Gothic ar-

chitecture in this country. It contains the second largest stained-glass window in the world, depicting two scenes of mammoth proportions. The sculptured group above the main arch and entrance is by Clement J. Barnhorn and in the



MOUNT CASSINO, COVINGTON, KY.

This is said to be the smallest Roman Catholic Church in the world, seating only three worshippers.

chapel are four large paintings by Frank Duveneck, both Covington men and internationally famous in art circles. The Stations of the Cross are Mosaic work. The beauty

of this Cathedral has drawn visitors from all parts of the world.

Only Brooklyn exceeds Covington in the number of churches in proportion to its population. The wide range of denominations is represented with thirty-seven structures.

Fraternally, Covington is also well taken care of, practically every organization being represented by large memberships.

Educationally, Covington is well equipped, having forty-two public and parochial schools. Holmes High School, situated on a magnificent, twenty-six acre campus, in the southern part of Covington with accommodations for more than 1,000 students, might well be taken as a model for others to follow. It has 28 classrooms, auditorium seating 1,400, modern gymnasium, swimming pool and stadium.

In the heart of the city, we find, in a modern, up-to-date building, a well-equipped Y. M. C. A. with a membership of more than 1,100.

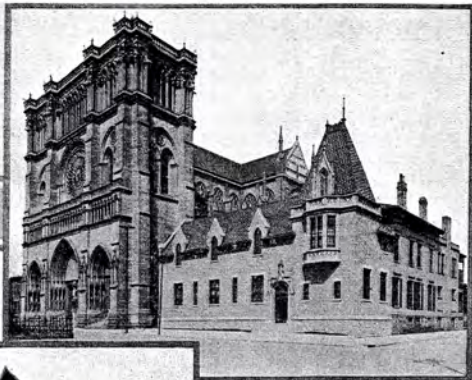
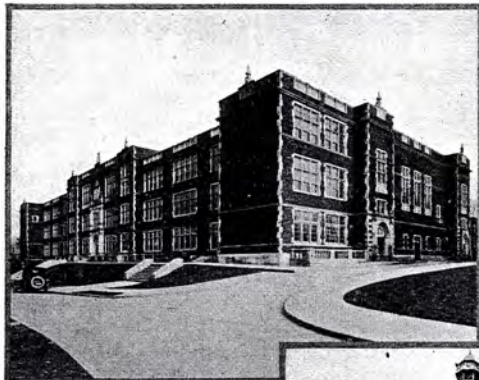
This Y. M. C. A. is and has been the life-long hobby of Senator Richard P. Ernst who has been its President for 33 years and to whom credit for the growth and prosperity of the institution is due.

Just one block further north we find the bankers have a monopoly in that on every one of the four corners of Sixth and Madison there is a strong, financial institution. In addition to those four banks and trust companies, Covington has eight other financial institutions



(Left) Old Baptist Theological Seminary (side view). (Right) Hospital of the Sisters of the Poor of St. Francis (side view), on Eleventh Street, Covington, Ky.

Architectural Prides of Covington, Ky.



(Upper left): Holmes High School. (Upper right): St. Mary's Cathedral is an exact duplicate of the Notre Dame de la Paris and has the largest art glass window in the world. The Episcopal residence of Bishop Howard stands in the foreground.¹ (Center): City Building. Lower left): Carnegie Public Library. (Lower right): Liberty National Bank.

with resources of over \$22,000,000.00 and there has never been a failure!

Covington has a \$600,000.00 Telephone Exchange, a handsome city building, Carnegie Library and the Industrial Club Building around which organization the civic interests of the city center. Covington is particularly fortunate in its playground and park area, by far the largest of these parks being that known as Devou Park, whose hundreds of broad acres came to Covington through the generosity and civic spirit of Messrs. William P. and Charles Devou. The gift is en-

chanted by the touching declaration contained in their proffer of the ground that it was "in memory of their father and mother." No more magnificent park territory could be found. The view from Hill Crest, the old Devou residence, and from all other points on the range of the lofty hills, extends for miles up and down the Ohio. This playground is destined to become one of the most beautiful ever enjoyed by the public anywhere. In its vicinity is the Swiss Chalet, the former summer home of Edwin Forrest, the famous American tragedian. Just north of the park with ground adjoining, is

being built the magnificent new building for the Protestant Orphans' Home, for which purpose Covington recently raised practically \$300,000.00 in one week.

In the park proper is located the Covington Tennis Club, one of the most aggressive organizations of Northern Kentucky. They have beautiful courts on which State and interstate championships are frequently decided.

Just south of Covington lies beautiful Latonia, considered by many the most beautiful race track in America and its popularity is attested to by the tremendous crowds

that gather there to see the thoroughbred horses of this and foreign countries, matched in races of fall and spring meetings.

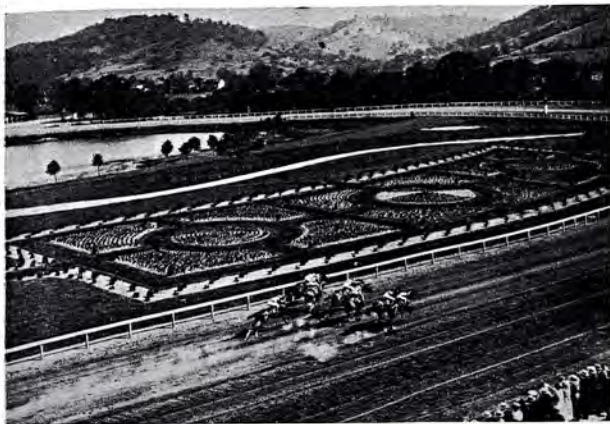
So, though Covington, like Top-

sy, was not "borned" but just grew, it has grown conservatively, consistently with the purpose of developing its citizenship along the lines of real American idealism.

tendent for one of the Northern lines, later as terminal manager under Federal control, and for the past five years as chairman of the Cincinnati Operating Committee, I have always found the Louisville & Nashville anxious to go along with any proposition that would improve conditions, not only on their own line, but on connections as well.

The reputation of the local officials among shippers and receivers of freight is one of which the Louisville & Nashville Railroad should be proud, and no doubt has resulted in their securing the heavy tonnage originating not only in Cincinnati, but other points, that is now and has been for years past, moving via that line.

It has not only been a privilege but a pleasure to feel that I am a part of this great System whose principal northern gateway is Cincinnati, and I am sure that with a continuance of the policy that has been in effect on that line for years their business will continue to grow and they will continue to be the heaviest contributor to the business moving through Cincinnati.



Something to stir the pulse! Latonia Race Track, near Covington, Ky.

Cincinnati Terminal

By J. A. MORRIS

Chairman, Cincinnati Operating Committee

THE Louisville & Nashville plays an important part in the Cincinnati Terminal, and records for 1925 indicate that out of a total of 1,642,018 loads into Cincinnati, the Louisville & Nashville brought in 437,944 or 26.7% of the total. Included in this total was 292,519 cars, 16,088,545 tons of coal loaded in their Eastern Kentucky fields. This coal was delivered principally to the Big Four, Baltimore & Ohio and Pennsylvania for distribution to points in the Northwest, Michigan, Northern Ohio and Indiana.

There are seven initial lines in the Cincinnati Terminal; the Louisville & Nashville, Southern Railway, Chesapeake & Ohio, Norfolk & Western, Pennsylvania, Baltimore & Ohio, and the Big Four. The Louisville & Nashville is the largest individual feeder of other connections through this gateway, and their business through Cincinnati has almost doubled in the past ten years. Their terminals are located south of the river and it is necessary for them to use the C. & C. Bridge over the Ohio River to reach the

northern connections, and the observation of the chairman of the Cincinnati Operating Committee has been that they have done a remarkable job in handling this volume of business through the congested area through which they have to pass to make delivery of their freight.

Their success is due to a very large extent to the more than efficient handling under the supervision of Colonel Brent Arnold, and his handling, through his subordinates, has been a credit not only to the Cincinnati Terminal and the Louisville & Nashville, but of inestimable benefit to the country at large, that is dependent upon the Louisville & Nashville for not only coal, but other raw material from the South.

Their co-operation with the Cincinnati Operating Committee and the individual Cincinnati Lines has been most marked, and it is a byword in the Cincinnati Terminal that the Louisville & Nashville made no mistake when they adopted the slogan, "The Old Reliable."

In my experience of about twelve years in Cincinnati, first as superin-

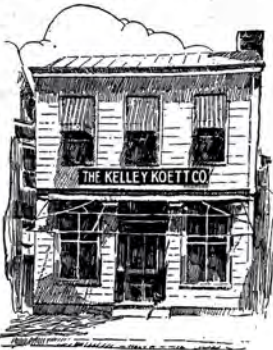
Industrial Covington at Dixie's Gateway

KENTUCKY is the richest of all Southern states in natural resources and is destined to become the greatest industrial state. With its great undeveloped resources of all kinds, including water power, Kentucky has wonderful industrial possibilities.

COVINGTON—the hub (and not the rim) of a wheel whose spokes reach out to all parts of the country as to freight traffic, is certain to rise to great heights in the industrial world. Already she is commanding a prominent place as a manufacturing city, and her finished products are shipped to all parts of the world.

COVINGTON, THE X-RAY CITY

The X-Ray adds to the industrial fame of the City of Covington from its early small beginning to its present high standing as a producer of quality-made products. This X-Ray factory, the Kelley-Koett Manufacturing Company, was established in Covington, March 1903, and incorporated under the laws of Kentucky, June 13, 1905. The organization consists of J. Robert Kelley, President; Albert B. Koett, Vice-president and G. E. Geise, Secretary and Treasurer.



Where X-Ray machines were once made in Covington.

The firm started its career in a small shed in the back yard of Koett's cottage in Covington, Kentucky. Its rapid growth caused various changes in buildings until in 1917 a large modern factory building was built. It covers an entire city block.

At the present time new lines of X-Ray apparatus, capable of producing twice as much current as previously, tend to aid greatly in the advancement of the science of rad-

By **CARL WACHS**
Secretary of Covington Industrial Club

iology. This new Kelley-Koett line of appliances makes it possible to take pictures instantaneously (in a fraction of a second) whereas it formerly took very long exposures. Already this new method of taking pictures, introduced by the Kelley-Koett Company only a short time ago, is meeting with world-wide approval, being used by the leading röntgenologists of the world.

THE LIBERTY CHERRY & FRUIT CO.

You know those beautiful maraschino cherries smiling on top of ice cream sundaes, sparkling in fruit salads, lemonades, and on cakes, or pleasing the palate when you bite into a chocolate cherry—well, the best are "Liberty Brand" packed by The Liberty Cherry & Fruit Company, at Covington, Ky.

In their clean daylight factory in Covington on L. & N. delivery, the packing of cherries is completely carried out. The cherries arrive in carloads, then are washed, the stems pulled and the seeds skillfully taken out by experienced girls. Then the cherries are colored and preserved with pure cane sugar. Now, to the packing tables, where girls assort them for size, and throw out any spotted or torn cherries. Thus only the fairest cherries are selected for "Liberty Brand."

Besides cherries, the Liberty Company produces glace or candied fruits. First and foremost come the cherries, then pineapple from Hawaii and Porto Rico, apricots from France, limes from Italy, ginger from China, prunes from California, in fact, all kinds of fruits, from whatever lands produce the best.

SAFES AND LOCKS

Situated at the portal of the gateway to the South, stands The Reliable Safe & Lock Co., in Covington, Ky. Occupying a favorable site on the main line of the L. & N. Railroad with a private siding to facilitate the handling of carload shipments, and located near the center of population in the United States, the safes of their manufacture are well distributed in every direction.

Organized in 1912 by men of long experience in the safe indus-

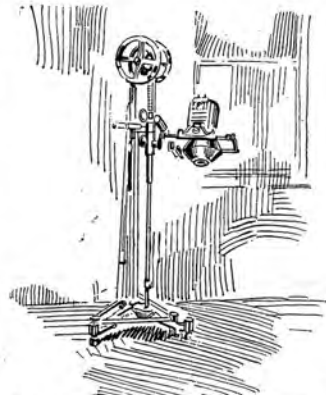
try, the company has grown from year to year until today it ranks as one of Covington's foremost industries. The factory buildings are bounded by the streets of Fourteenth, Russell Spring and Chesapeake, are of brick and steel construction and modernly equipped.

The product of The Reliable Safe & Lock Co., is universally known. Not alone are shipments made to every state in the Union, but their export trade, especially in Cuba, South America and the Philippine Islands, is of considerable volume.

TEXTILES AND DYES

SEK is the trade name of a line of products that waterproof, protect and preserve shoes, leather, belting, automobile tops, clothing, etc., which is manufactured in Covington, Kentucky by SEK-Reliance Corporation (Inc.)

In addition to manufacturing the SEK products, they also operate



X-Ray apparatus made in Covington.

two other plants at Covington, one for waterproofing cotton goods and the other for dyeing and finishing cotton cloth that comes in large bales via the L. & N. R. R. from cotton mills all over the South. When these goods go through our plants they are rebaled and then shipped via L. & N. and its connections to all parts of the world.

COVINGTON ALSO

Has the largest iron fence works in the world.

Largest tile works, and largest wood carving plant.

It has the finest inlaid furniture factory in the United States, and

one of the largest automobile truck manufacturing plants.

Covington is also the largest independent tobacco city in the world.

Has the largest sheet metal corrugating plant in the South, and the third largest engine and boiler plant is located here.

Other manufactures are: Lithographing, electro plating, ice, rosin, distillers, bottles, jails, machine tools, architectural iron, brass and bronze, glass, flour, cordage, planing, cigar and tobacco, toys, laundries, films, shoes, overalls, clothing, stoves, wagons, portable garages, soap machinery, sporting goods, boats, brooms, knitting mills, leather products, wire goods, inks, brushes and furniture.

The annual value of manufacturing products, approximately is \$30,000,000.00.

TO PROSPECTIVE MANUFACTURERS Covington offers you, among other advantages, exemption from taxes on raw materials for five years; improved and unimproved factory sites; ample skilled and unskilled labor; excellent railroad facilities; direct railroad to Panama Canal Ports, miles of river front, eleven strong banks and trust companies, with a national reputation for stability and progressiveness. Never, in the history of Covington, has a National or State Bank reported a failure.

The Great Kentucky and Southern coal, iron and timber fields are at our doors, and a market of over twelve millions of people within second day delivery shipping radius.



Plant of the Liberty Cherry and Fruit Co., brought to fame through the nut sundae.