

Northern Kentucky Views Presents:

# Railroad History

By E.E.BARTON

from

The Pendleton County Historical and Genealogical  
Society Quarterly Newsletter, June, 2005

[www.nkyviews.com](http://www.nkyviews.com)

\*\*\*\*\*

## Railroad History

By Attorney E. E. Barton

DeMossville was a thriving town before the railroad was built, and old residents have informed me the name was after a family of DeMoss. This family's graveyard is on the banks of the Licking River near the Campbell County line. The Masonic Lodge at that place bears the name of DeMoss Lodge. This family in Kentucky is descended from Peter DeMoss, a French immigrant, a soldier in the Revolutionary War and perhaps came to America with LaFayette.

Butler was established when the railroad was constructed. It was first named Clayton, but afterwards changed to Butler, after Hon. O. Butler of Carroll County, who was a member of Congress from the district in which Butler is included. The Butler State Park in Carroll County was established on land donated by General W. O. Butler.

Boston Station (Lynn) was founded by the Licking River Lumber and Mining Company, whose stockholders resided in Boston, Mass. The company bought large tracts of timber lands on headwaters of the Licking River and floated the logs down the Licking River loose, but caught the logs at Boston by a series of booms in the river, connected one with another in a line at an angle with the thread of the stream and landed the logs on the west side of the river at the mill lot of thirty acres.

The logging and milling operations were

handled by experienced log men from the State of Maine, who settled and raised their families at Boston, and who inter-married with local Kentuckians.

The mill was sold to Hon. W. A. Bradford and Christopher C. Hagemeyer, who moved the machinery to Butler and continued in the milling business for many years.

The post office for that locality was formerly Meridian Station, about one mile South of Butler, but when Boston Station was started, the Meridian office was discontinued.

Menzie Station, about one or two miles South of Boston Station, was originally named Irvine Station, after Elisha Irvine and his wife, Sallie (Bonar) Irvine. The name of Irvine Station continued in use many years. The County records of roads, and many deeds make reference to Irvine, and the first public school in that locality was called the Irvine School.

In later years, the name of the station was changed to Menzie Station, after Hon. John W. Menzie, for years Chancery Judge of the Kenton, Pendleton and Harrison Circuit Courts until about 1903, and who made his home on his farm at Menzies Station.

Catawaba, this town was organized by R. B. Bowler, President of the Kentucky Central railroad Co., together with Hon. Leslie Combs, of Lexington, Ky. Thomas Lewis Garrard and Charles R. Ilif, the latter two being residents of Pendleton County. The town was organized soon after R. B. Bowler became President of the rail-road company. About 50 acres of land were laid out for the town site, with streets; a City Park and grounds for a college. Lots were sold at auction to many residents of Pendleton County and several residents of Falmouth who moved their families to Catawaba.

Falmouth was chartered by the Kentucky Legislature in 1793, the principal proprietor was John Waller of Virginia. The town is a part of 100 acres patented to Col. Holt Richardson for military services in the Revolutionary War as a Virginia Soldier.

The town was laid off originally on 100 acres of Richardson patent which laid in the forks of Main Licking and the South Licking Rivers. John Waller was raised at Falmouth, Virginia.

Hays Station was named for Timothy Hays, a Cincinnati distiller and inventor of an improved distillers yeast which made him a millionaire. He bought the South Licking bottom land between the Railroad and the River and located his family there and built the largest distillery ever in the county.

Earlier the place was named Levingood, after an older settler in the same place.

Morgan was first called Stowers Station after Richard Stowers who lived in that vicinity and was one of the Directors of the old KCRR Co. Later, the place was called Morgan, but where or how the name originated is not known.

Just across the South Licking River is the site of an old village called Callensville, after Jonathon Callen, a merchant and inn keeper.

In the old town of Callensville were several stores, inns or taverns and adjacent to the town, in the wide South Licking Valley, was a race track where Kentucky thoroughbreds were trained for racing circuits at Philadelphia, Baltimore, and other eastern states.

There was also near-by (but not too close) a tanning yard where beef hides, deer hides and other pelts were converted into leather. Callensville was where many men were recruited for the Confederate Army,

After the advent of the railroad, Callensville was turned into farm land, and the business of the community was transacted at Morgan Station.

Several other stations were located in Pendleton County, but with improved public roads and advent of the automobile, these stations were not found to be useful. The abandoned stations include Caldwell Station, between DeMossville and Butler, named for William Caldwell, on whose land the station was located, mainly for Mr. Caldwell's convenience. Meridian Station, heretofore mentioned, was a local place for supplying wood for wood burning locomotives. A thriving store was conducted there until Boston Station was started.

Sin's Crossing, two miles north of Falmouth, was a fueling station for the Railroad engines, and a shipping place for railroad ties.

Uma Station, about two miles north of Morgan, was established for the convenience of a few local farmers, one of whom was J. C. Monroe, present owner of the adjacent land. This station was used for shipping livestock to market by Monroe, Henry Hetterman and a few more live-stock farmers in that locality. But the modern trucks now handle the livestock instead of the railroad.

\*\*\*\*\*