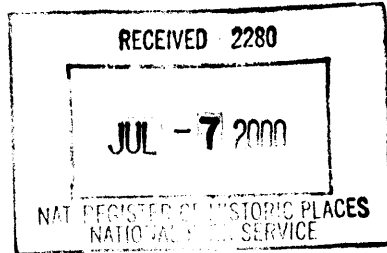


United States Department of the Interior
National Park Service



NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

1. Name of Property

Historic Name Moser Family Houses

Other Names/Site Number KEC 156 and KEC 157

2. Location

Street & Number 1224 and 1226 Highway Ave. Not For Publication N/A
City or Town Covington Vicinity
State Kentucky Code County Kenton Zip Code 41011

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Signature of certifying official

David L. Morgan, SHPO and Executive Director, KHC

6-5-2000
Date

State Historic Preservation Office/Kentucky Heritage Council

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

entered in the National Register
See continuation sheet.

determined eligible for the
National Register

See continuation sheet.
determined not eligible for the
National Register

removed from the National Register

other (explain):

8-2-00

Signature of Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply)

private

Category of Property

(Check only one box)

- building(s)
 district
 site
 structure
 object

Number of Resources within Property

Contributing

2

Noncontributing

buildings

sites

structures

objects

Total

2

Number of contributing resources previously listed in the National Register

N/A

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

N/A

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: Domestic

Sub: Single Dwelling

Current Functions (Enter categories from instructions)

Cat: Domestic

Sub: Multiple dwelling

Commerce/Trade

Business

7. Description

Architectural Classification

(Enter categories from instructions)

Late 19th and 20th Century Revivals

Other: Classical Revival

Materials

(Enter categories from instructions)

foundation stone

roof

asphalt shingles

walls

brick clad

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria (Mark "X" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
 B Property is associated with the lives of persons significant in our past.
 C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
 D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

a owned by a religious institution or used for religious purposes.

b removed from its original location.

c a birthplace or a grave.

d a cemetery.

e a reconstructed building, object, or structure.

f a commemorative property.

g less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Community Planning and Development

Period of Significance

1905-1917

Significant Dates

1905

Significant Person

(Complete if Criterion B is marked above)

NA

Cultural Affiliation

NA

Architect/Builder

Unknown

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a *National Historic Landmark*
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: City of Covington

10. Geographical Data

Acreage of Property less than one acre

ULM References (Place additional ULM references on a continuation sheet)

Zone Easting Northing
1 16 713 380 4329 430

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

Name/Title Leah Konicki
Organization Private Consultant Date March 2000
Street & Number 315 W. 18th Street Telephone 606/261-2434
City or Town Covington State KY Zip Code 41011

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

- Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

Name

Street & Number Telephone

City or Town State Zip Code

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.). Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC @0013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Section number 7

Moser Family Houses
(KEC156, KEC157) Kenton Co., KY

The Moser Family Houses at 1224 and 1226 Highway Avenue, Covington, Kentucky, are a pair of early twentieth century Queen Anne houses thought to have been built between 1900 and 1903. The two houses are distinctively different, and yet they have a consistency of feel and detail that suggests that they are somehow related, perhaps built by the same builder, and, as it happens in this case, built at about the same time for members of the same family. The houses are located on the west side of Highway Avenue, between Parkway and Clark Streets. The houses were built by Gottlieb and Joseph Moser, father and son, shortly after the turn of the century, and each remained in the Moser family until well into the 20th century. The lot for 1224 Highway Avenue is 80 feet by 200 feet, while the lot for 1226 Highway Avenue is 70 feet by 200 feet. The property is part of the John W. and Alice A. Clark Subdivision, recorded in 1907. There are two other large early 20th century houses directly across Highway Avenue, built probably soon after the Moser Houses. There are houses of more modest scale, including some Sears Houses, on the adjoining Parkway and Clark Streets dating from the 1910s, 1920s and 1930s.

1224 Highway Avenue. The Moser House at 1224 Highway Avenue is a large, asymmetrical, two and one-half story brick house. It has late Victorian and classical detailing, with Queen Anne characteristics most predominant. The house sits on a rise on a rusticated stone foundation. It is distinguished by a third story semi-hexagonal tower on the southeast corner; the tower has a conical slate roof with vertical flashing that culminates in a finial. The main roof of the house appears from the front to be hipped roof, behind the prominent front gable which undoubtedly originally was covered with slate but is now finished with asphalt shingles. On viewing all of the facades, it becomes clear that the roof is cross-gabled.

The main facade, facing Highway Avenue, retains its original full width frame porch; this flat roofed porch features a classical swag motif in its eaves, Ionic columns and turned spindles on the porch rail. The first floor has a large, fixed window with a transom of beveled glass; the same glass design is found in the transom above the recessed entry. The walls of the recessed entry are lined with wood paneling. A stone string course delineates the sills of the second floor windows, which are original wood double hung sash in one paired opening, one single opening and three sides of the tower. The front elevation culminates in a front gable with wood siding and a Palladian window with elaborate classical surrounds. The smaller window flanking the center arched sash window are fixed square panes. The tower features small, fixed windows on each of its four sides.

The south elevation, which faces Parkway, has three bays; it is highlighted by a one-story projecting three-sided bay immediately below the third floor gabled dormer; this dormer, with wood siding and elaborate window surrounds, has deep eaves that recess in the center of the bay. Between the tower and the projecting bay is found an arched opening highlighted with contrasting stone trim, including an ornate keystone, and a stained glass window. The

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remaining window openings are rectangular, and each is plainly detailed with stone sills and lintels. The rear elevation is three bays wide, and features a series of double hung sash windows, each of which is plainly detailed. The gable end is finished with brick. There is a one-story porch at the northwest corner of the first floor rear; this porch has a flat roof, and simple classical detailing, including Doric columns and a plain porch rail. The north elevation of the house has a full height projecting porch; the third floor gable end is detailed similar to the other two gables, with wood siding, a Palladian window with classical detailing and deep eaves. Window openings on this elevation are all simple, with stone lintels and sills outlining the rectangular openings. The house has been well cared for throughout its history, and retains its original windows, siding and porch detailing.

On the interior, the house has an asymmetrical plan, characteristic of Queen Anne style houses. The house retains its original floor plan and original detailing, including elaborate carving on the wood trim surrounding the stair case, original wood trim throughout, original fireplaces with ceramic tile fireboxes and hearths, and even an early, small bathroom on a basement stair landing.

1226 Highway Avenue. The Moser House at 1226 Highway Avenue is a two and one-half story brick American Foursquare with classical revival detailing. The two bay by three bay house has a hard fired brick facade, with softer brick on the remaining elevations. The house sits on a rusticated stone foundation with a stone water table. The house leans slightly to the west; it appears that the house has settled unevenly, but it is not known if this is an active problem or if it has stabilized at some point. The house has gabled dormers on the front and two sides of the hipped roof; the gables are slightly flared. The sides of these dormers each are covered with slate; undoubtedly, the roof was originally clad with slate, but it has subsequently been replaced with asphalt shingles. Each dormer has three windows across the front, which entirely occupies the front elevation of the dormer; the center window is wider than the flanking windows, and each upper sash features leaded glass in a diamond pattern. The windows are wood and double hung sash. The rear elevation has a similar dormer, but it has the additional feature of smaller projections on each side, a sort of "baby dormer."

The main eaves are denticulated. The second floor is articulated with paired double hung windows; the upper sash of each window feature the same decorative leading as the attic windows. A stone string course creates the second floor window sills, a treatment similar to that found on 1224 Highway. The full width front porch of 1226 Highway has a flat roof, and the porch eaves features dentils similar to those found on the main roof. The porch is basically rectangular, at the center, directly over the steps, the line of the roof forms, in plan, an arch. This porch is detailed with columns with decorative Ionic columns, except for two that have been replaced with unadorned rectangular capitals, and simple rectangular spindles

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in the porch rail. The front door of 1226 Highway is flush with the facade, rather than recessed like its neighbor; the entrance is also off center, and features a transom and side lights. The transom once again has leaded glass with a modified diamond pattern, which is also found in the transom of the large fixed, double width window on the first floor.

The north side of 1226 Highway Avenue features a full height projecting bay and a stained glass window. The south elevation has a one story, three-sided bay. The rear, southwest corner of this house has a modern addition on the first floor, and an open porch on the second floor. This porch is plainly detailed, as is the side porch at the first floor between the main house and the modern addition.

The interior of 1226 Highway is less accessible; it is known that the interior is basically intact, although there have been some alterations in floor plan, a result of subdividing the building into apartments. Alterations have been undertaken in such a way that they could be reversed.

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(KEC156, KEC157) Kenton Co., KY

The Moser Family Houses, 1224 and 1226 Highway Avenue, Covington, Kenton County, Kentucky, (KEC156 and KEC 157) meet National Register of Historic Places Criterion A, and are locally significant within the historic context: "Suburbanization and the Growth of Covington, Kentucky, 1846-1917." That context has been developed for the purpose of nominating these houses to the National Register of Historic Places. The period of significance for these properties begins with their construction circa 1901 and continues until 1917, when West Covington was annexed to Covington proper, thereby ending the property's association with suburbanization.

Historic Context: Suburbanization and Growth of Covington, Kentucky, 1846 to 1917.

The creation of suburbs and their subsequent absorption into the growing city have left definable and varied evidence on the city scape. Yet, very little work has been done in Covington to evaluate the historic impact of the suburbanization process in Covington's early suburbs or in separate communities on its fringes. Several neighborhoods, including Wallace Woods, Lewisburg, and the city's eastside, have been listed in the National Register, and could be seen within this process. Many properties of smaller size, such as the houses at 1224 and 1226 Highway Avenue, also stand as important signposts of this activity, which continues today.

In order to understand how the history of West Covington fits into the overall pattern of suburban development in Covington and Kenton County, secondary sources that describe the histories of various neighborhoods in Covington were examined. Because there is no comprehensive history of Covington or Kenton County, the best existing sources were utilized. These include several National Register nominations completed over the last 10 years (see Bibliography), and "Pieces of the Past," a weekly history article that has appeared in the Kentucky Post for at least the last 15 years and has been compiled into a series of books with the same name. These separate histories, compared and analyzed together, have helped to further understanding and awareness of Covington's historic development and suburbanization patterns.

Based on these secondary sources, it has become clear that there are three major factors that have influenced the physical growth and development of Covington throughout its history. These factors are: population growth, annexation and transportation.

Covington's Early Development. As has been well documented elsewhere, Covington was initially platted in 1815, when a group of developers purchased 150 acres from Thomas Kennedy, platted the city south from the Ohio River to Sixth Street and west from the Licking River to Washington Street, and began selling lots at public auction. The investors, John and Richard Gano and Thomas Carneal, named the city after General Leonard Covington, who was killed during the War of 1812. The city was an early speculative venture, with investors

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interested in capitalizing on the growing metropolis of Cincinnati, founded in 1788, and located on the Ohio River directly opposite Covington.

Covington grew very slowly in the early years. Most of the buildings were clustered around a ferry landing, with residential structures along the confluence of the Ohio and Licking Rivers. A flood in 1815 and a national depression in 1819 contributed further to Covington's slow growth. As a result, the developers dissolved the land company in 1824, although many of the city's lots remained unsold. Four years later, in 1828, growth of the young city was stimulated by Robert Buchanan's construction of a cotton factory west of Covington's public square. Development took off, and between 1826 and 1830, Covington's population had doubled to 715 residents. By 1834, Covington was large enough to be formally incorporated as a city (Thomason 1986).

At this time, most of the lots in the original plat of Covington had been developed, and the city continued to grow. Covington clearly profited from its proximity to Cincinnati. In the 1830s, Cincinnati was one of the fastest growing cities in the United States, and Covington benefitted from this growth. By 1840, Covington had more than 2,000 residents, many of whom had relocated from Pennsylvania, Virginia and Maryland (Thomason, 1986). In response to this increase in population, Covington's city fathers began to consider expanding the city to the west and the south. In 1841, Covington annexed land to the west as far as Willow Run Creek and to the south as far as 12th Street. Before the decade was out, Covington would expand even further south.

Early Suburban Development. In the early decades of the nineteenth century, other landholders/developers began to consider the viability of the northern shores of Kentucky for new towns. These communities, some of which have survived to the present day, and some of which never quite got established, were not suburbs so much as separate cities. For example, by 1810, James Riddle owned several hundred acres west of the original plat of Covington, at the site of the present day Covington neighborhood of Main Strasse. He laid out the proposed town of Hibernia, which had 40 lots from the river south to Fourth Street. Riddle's development never took off, and the Bank of the United States foreclosed on his property in 1830. The bank platted the land for sale to several developers, and the land was annexed to the City of Covington in 1841 (Langsam 1983).

Further to the west, Thomas Carneal (one of the original developers of Covington) built a one-story Federal style house, known as Elmwood Hall, on the Ohio River property he traded in 1818 for a parcel he owned in what is now Ft. Mitchell. Carneal's stately residence, located in what has been described as a "primitive area," became an important stopover for individuals of wealth and influence. Elmwood Hall was purchased, probably in the late 1820s, by William Bullock, an Englishman; Bullock planned to develop a model city around Elmwood Hall, to be

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named Hygeia, after the Greek goddess of health. Bullock's plans were never realized, and in 1834, Israel Ludlow purchased Elmwood Hall and the surrounding 700 acres. After Mr. Ludlow's purchase of the land, a small village developed around Elmwood Hall; by 1861, some 300 people lived in the community that has become known as Ludlow (Reis 1988, pp. 96-98).

While the village of Ludlow was just getting established, in the 1830s, discussions were underway over the necessity of linking Covington with Lexington to encourage transportation and shipment of goods between these two important Kentucky cities. In 1835, the Covington-Lexington Turnpike Company was chartered; the first 10 miles of the turnpike south from Covington were completed by 1837. The turnpike left Covington and turned to the west and then to the south. At the curve where the new road climbed the hill to the south, west of the Willow Run Creek valley, developers were quick to realize that there may be an opportunity. Three landholders created contiguous subdivisions that have become known as the modern day neighborhood of Lewisburg. Originally well outside of Covington's city limits, the small settlement developed as a self-sufficient community, populated by the workers who labored at factories, such as slaughterhouses and breweries, that flourished along the banks of the Willow Run. By 1846, Lewisburg had been annexed by Covington. Despite this early date of annexation, and in large part due to its distinct topography, Lewisburg retains a strong sense of identity (Kornilowicz-Weldon 1993).

The turnpike spurred development of other Kenton County towns. Both Elsmere and Erlanger, Kentucky, several miles south of the Ohio River, became established in the 1840s as a result of the Covington-Lexington Turnpike. The turnpike was completed to this part of the county by 1839; a toll gate helped to establish Erlanger and a stage coach stop helped to establish Elsmere. These communities later benefitted from the development of the railroads, in the mid and late 19th century, and the development of the interstate system in the mid-20th century (Reis 1988, pp. 83-86). Over and over again, physical changes in Covington's size and configuration demonstrate that improvements in transportation have a profound impact on development both in the city and outside of its boundaries.

Covington's Population Boom. In the period from 1840 to 1860, Cincinnati and its southern neighbors experienced rapid growth, due primarily to the large influx of German immigrants who were drawn to the Cincinnati area. It is estimated that 200 Germans a day were arriving in Cincinnati and Northern Kentucky in 1840 (Thomason 1986). These immigrants left their native lands due to political unrest and the Revolution of 1848; they were drawn to Cincinnati and Covington by the comparisons of the Ohio River Valley to that of the Rhine.

The population growth of Covington was astounding. In 1840, Covington property had approximately 2,000 residents; by 1853, the city's population numbered more than 12,000. As a result of this growth, Covington was becoming a major community, with schools,

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churches, traditional German industries (breweries and meat packing plants) and an increased number of mills and factories. While the population was increasing dramatically, so was the area occupied by Covington; in the period 1840 to 1845, Covington's population more than doubled, while the area of the city increased fourfold (Gastright 1980). In response to this growth, the city charter moved the city's southern boundary to present day 20th Street.

Property owners along the Licking River between 12th and 20th Streets responded by platting large parcels. Seneca Austin, for example, plated a large tract of his 80-acre parcel along the Licking River into 123 lots in October of 1850. In 1852, Robert Patton purchased land north of Austin's property, and platted it for sale as individual lots. This land speculation was enhanced in 1853, when the Kentucky Central Railroad connecting Covington and Lexington entered Covington from the south, with its terminus at Pike Street (Gastright 1980; Thomason 1986).

In 1860, Covington was one of the largest towns in Kentucky, with a total population of 16,471 people. The opening of the Suspension Bridge in 1866, a long-awaited event, added to the pace of development in Covington, which was described as a real estate boom (Thomason 1986). The bridge and the horse drawn street cars that soon followed it, which had lines down Madison and Scott, made it much easier for people to work in Cincinnati and to live in Covington. In addition, lots in the southern part of the city became much more accessible.

Growth Through Annexation. Through the remainder of the 19th century, Covington continued to grow, both in terms of population and in area. In 1890, Covington's population totaled 35,371. The city was growing in terms of sophistication as well, with a citywide water system in place by the last decade of the 19th century, and a number of homes equipped with gas and telephone service (Thomason 1986). During the decade 1900-1910, the City of Covington had annexed two of its neighbors; in 1906, Central Covington was annexed. This included the southwest quadrant of the basin area from 12th to 26th Streets, and the Wallace Woods area, immediately south of the Austinburg area that had been annexed decades before (Reis 1988, p. 107). In 1909, Latonia, a small city south and east of Wallace Woods, became part of Covington. By 1910, and in part as a result of these annexations, Covington numbered nearly 63,000 residents. Electric street car lines had been extended, and most of the city's streets were paved with brick and sidewalks throughout the city were improved (Thomason 1986).

West Covington. Beginning in 1846, a small town developed near the Ohio River between Covington and Ludlow. The town originally known as Economy began when part of Israel Ludlow's land was platted to raise money for Ludlow's estate. This plat eventually grew into the town of West Covington (Ludlow Reporter 1875). Like Lewisburg, West Covington was physically separated from Covington proper by the valley and Willow Run Creek (now the site

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of I-75/71). West Covington is located on hilly terrain, and this resulted in slow growth of the community, which retained its rural character. By 1860, Economy had a population of 500, although by 1893, the community had grown to more than 2,500 (Kornilowicz-Weldon 1988). At this point, West Covington boasted a town hall, a school, a library, and two churches (Ludlow Reporter 1875).

Development may have been slow, in part, due to the inaccessibility of West Covington. The primary route from Covington through West Covington to Ludlow was The River Road, located along the riverbank. This road was subject to slippage and flooding. Ludlow's growth, too, was hampered by the difficulty and unpredictability of travel west from Covington. Nonetheless, horse drawn streetcars began to run between Covington and Ludlow in 1878. In 1892, in response to renewed community pressure, a committee was formed with representatives from Ludlow, West Covington and Covington. West Covington was represented by John W. Clark, the owner of large parcels in West Covington and a real estate developer. The committee worked quickly, and proposed the route of the Ludlow Highway to go around the then limits of West Covington and away from the river bank. The plans for the new route were accepted, and construction was completed in the fall of 1894 (Kornilowicz-Weldon 1988).

This new route, known now as Highway Avenue, had a major impact on the map of West Covington. Land that had formerly been inaccessible could now be built up on, and development began to radiate from the curve of Highway Avenue. Although West Covington had begun as a separate 19th century town, it was now poised to take advantage of new suburban development.

According to the Kenton County Public Library Newspaper Index and articles in the Kentucky Post from the decade of the 1900s, the possibility of Covington annexing West Covington was discussed as early as 1909. However, the possibility of annexation was controversial for residents of West Covington; it remained so in 1916. Nevertheless, West Covington was officially annexed in early 1917, the result of a referendum in which 25 percent of those voting voted in favor of annexation (all that was required under Kentucky law).

Development of Lots. Lot sizes in Covington seem to vary depending, in part, upon when the area developed, and in part upon the relative wealth of the property owners as can be discerned from the size and ornateness of the houses. For example, Covington's Ohio Riverside District, which contains some of the oldest properties remaining in the city, such as the c. 1815 Carneal House, features spacious lots with imposing houses. The houses date from the early federal style Carneal House to Greek Revival and Italianate townhouses, to a selection of larger bungalows from the 1920s, to a c. 1990 infill townhouse. What unifies the neighborhood is the size of lots and the scale of the houses, punctuated with green space and "secret gardens," the name of a popular neighborhood tour.

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Other neighborhoods, notably much of the Eastside, and the Main Strasse area, all of which developed beginning in the mid-19th century, are characterized by tall, narrow houses built on lots that are generally 25 feet wide and 100 or more feet long. Houses in these neighborhoods are predominantly Italianate, with some earlier Greek Revival remnants and a smattering of Queen Anne and Classical Revival styles popular in the late 19th and early 20th centuries. These neighborhoods are home to the Covington/Newport townhouse.

Nevertheless, Madison Avenue, which has historically been and remains today the main thoroughfare through Covington, retains a handful of large and ornate late 19th century brick Queen Anne and Gothic Revival influenced houses situated on larger lots. Thomason (1986) notes that throughout the Eastside, the main, north-south thoroughfares, including Madison, Scott and Greenup, have the largest houses, while the lesser east-west arteries are more likely to have one and two story cottages and smaller houses, often home to the working class.

Later neighborhoods see a marked change in lot size. Covington's Wallace Woods neighborhood, for example, developed beginning about 1895 through 1920, the middle years of the era that Alan Gowans discussed in *The Comfortable House*. As Gowans points out, suburban houses of this era are likely to be found on large lots, with a front yard, back yard and usually two side yards. The houses built on these lots are meant to be viewed from three sides, unlike their urban counterparts, which have only the front as a key facade.

Covington's neighborhoods, such as Latonia and West Covington, which began as older, separate cities, very often have a mixture of lot sizes throughout the community. West Covington, for example, has at its historic core several streets with smaller lots resulting in houses placed close together. Houses in this part of the neighborhood are vernacular examples of Italianate and simplified Queen Anne townhouses, together with smaller cottages. Areas that developed later have larger, more "suburban" feeling lots with bungalows, four squares and even 1950s tract housing, including a handful of mail order houses, popular during the early 20th century.

The Moser Houses. The Moser Houses, built just south of the bend in the new Ludlow Highway, were no exception. These grand houses were placed in the center of their lots. The houses, built in 1900-01, are each three-story brick houses with elaborate stained glass windows, free classic detail. They are both Queen Anne-styled houses, with full width front porches, and additional detail, all of which was meant to display the wealth and position of the builders, Gottlieb Moser and his son Joseph.

The Moser Houses face Highway Avenue; their existence illustrates the impact of the 1894 Ludlow Highway, known as Highway Avenue in Covington, on the development of West Covington. Prior to the construction of Highway Avenue, the land on which the Moser

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Houses are situated was not accessible for building. The 1883 map of West Covington, found in the 1883 Atlas of Kenton, Boone and Campbell Counties, shows that the developed portions of West Covington surrounded John W. Clark's parcel, Lot No. 31 of the I. L. Ludlow Farm Subdivision, which was located between Douglas (present day Parkway), Main Street (present day Altamont) and David Streets (present day Forest). John Clark also owned several other parcels in west Covington, including lots 16, 19, 20 and 21 of Ludlow's Farm Subdivision. These lots are west and north of his largest parcel. Clark was thus a major landholder in West Covington. The lots on which the Moser Houses sit were subdivided by John W. and Alice A. Clark and recorded in 1907 (inexplicably, as the deeds to the Moser Houses from 1900 refer to the John W. and Alice A. Clark Subdivision). It appears that the construction of Highway Avenue through John Clark's property made his property more valuable for development than for farming.

Background on Owners of Moser Houses. Gottlieb Moser was born in Stuttgart, Germany in 1837. According to a biography of Gottlieb's youngest son, George, published in 1922 (Connelley 1922) the elder Moser immigrated to the United States as a young man and initially settled in Philadelphia. After serving in the United States Cavalry, Gottlieb settled in Washington, D.C. where he worked for the U.S. Mint. There he met his wife Mary. They eventually moved to West Covington in 1871, where he remained until his death in 1910.

Gottlieb and Mary had three sons, Joseph J., born in Pennsylvania 1860, William, birth date uncertain, and George, born in Kentucky in 1872. According to the 1900 census, Joseph Moser married Lily Moser, a native of Ohio, and he was the father of two daughters and three sons. George Moser, who later lived in his father's house, was married to Eliza, and was the father of two daughters.

According to City Directories, in the early 1890s, the Mosers were residents of Peter Street and John Street in West Covington. Gottlieb was identified variously as a machine builder, an engraver, and a diemaker. Joseph was also identified as a machinist and diemaker; in 1895, Joseph became mayor of West Covington, and his father became town treasurer the following year.

Gottlieb Moser founded his own company, located in Cincinnati, after settling in West Covington. Known as G. Moser & Sons, the company made tin tobacco tags. The company moved to Ludlow, Kentucky in 1895, and was purchased by the American Can Company in 1901. George, Jr. is credited with reviving the company; after selling real estate for five years, George reestablished the tin tag business under the name of Moser Bros. Co., Inc., and located it at Second and Greenup Streets in Covington. Eventually, a brick factory building was built on Clark Street in West Covington, which is located near the Moser Family property.

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George and his wife Lida became owners of the property now known as 1226 Highway Avenue in 1908, and remained owners until 1938.

They purchased the lot at 1226 Highway Avenue in 1900, and were listed as residents of that address in the 1902-03 City Directory. His oldest son, Joseph J. and his wife Lillie, purchased the adjoining property at 1224 Highway at about the same time, in mid-1900. The Joseph J. Mosers were also listed in the 1902-03 City Directory as residing on Highway Avenue in West Covington.

Joseph Moser was apparently a controversial and colorful character throughout his 22 years of public service as Mayor of West Covington. Initially elected in 1895, Joseph Moser was reelected to successive terms, and served as Mayor until the annexation to Covington in 1917. In 1906, Joseph was elected President of what was described in the Kentucky Post as the "new" Merchant's Bank in Covington. Mayor Moser died in early 1919; according to the Kentucky Post article announcing his passing, he died of a lingering illness following a nervous breakdown. His widow, Lillie, continued to reside in their elegant house on Highway Avenue until 1921, when the property was sold out of the family. The property changed hands several times through the 1920s, and eventually was sold to James King in 1948; it remained in the ownership of the King family until December 1998.

The boundaries of the Moser Family Houses National Register District are based on historic ownership of the property by the Moser Family, who were the first owners of lots 1, 2 and 3, and part of lots 31 and 24, of the John W. and Alice A. Clark subdivision. There is potential for a larger National Register district in West Covington; however, the property owner of 1224 Highway Avenue is rehabilitating his structure for income-producing purposes and would like to be able to take advantage of the Historic Tax Credits. The owner of 1226 Highway Avenue, who does not live in the house, has it on the market. The availability of an incentive such as the historic tax credits may make this building more attractive to a potential owner. 1226 Highway has some deteriorating exterior features, and National Register listing and the historic tax credits may provide adequate incentive to insure appropriate rehabilitation of these features. The current nomination is sponsored by an individual; it is anticipated that the City of Covington will sponsor a nomination of the larger district at a future date.

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Moser Family Houses
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Verbal Boundary Description (Describe the boundaries of the property.)

Included in this nomination are 1224 and 1226 Highway Avenue, Covington, Kentucky. The nomination includes the property purchased by Gottlieb Moser and Joseph Moser, father and son, in 1900. This includes all of Lot No. 1 of John W. and Alice A. Clark's Subdivision, the contiguous portion of lot 24 to the north of lot 1 which has been part of the property since 1902, which constitutes 1224 Highway Avenue. It also includes lots 2 and 3 of John W. and Alice A. Clark's Subdivision, and the southern portion of Lot 24, which has been attached to the parcel since 1902.

Boundary Justification (Explain why the boundaries were selected.)

The area proposed for listing includes the extent of the property which was owned during the period 1900-1917. This area shows the impact of the suburbanization process in the community of West Covington during that historic period, because the property retains an integrity of location, setting, and association.

MAP 2

Moser Family
Houses

KEC 156 &
KEC 157



OHIO
KENTUCKY
RIVER

CITY OF COVINGTON

West Covington
Area

CITY OF LUDLOW
COVINGTON
DEVOU PARK

COVINGTON
PROTESTANT
CHILDREN'S
HOME

PRISONERS
LAKE

WILLIAM
RENRINGER
MUSEUM

DEVOU
PARK

CITY
OF
COVING

CITY OF LUDLOW
CITY OF COVINGTON

CITY OF COVINGTON

CITY OF COVINGTON
PARK

10-7/3

12/10/1900

MAP 3

Portion of

Subdivision

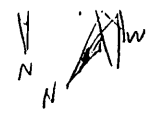
Moser Family
Houses

REC 156

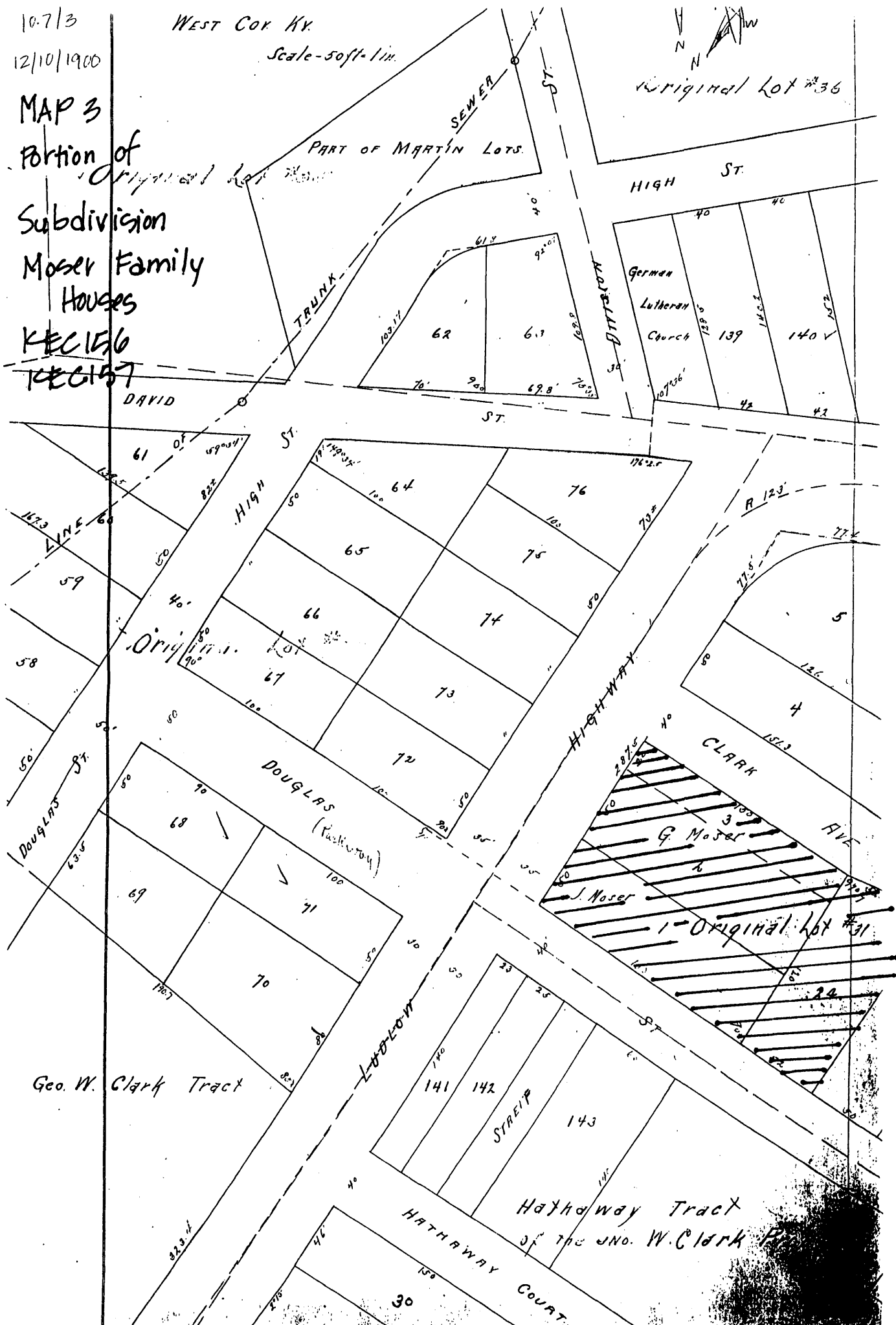
REC 197

WEST COX KY.

Scale-50ft-1in.



Original Lot #36



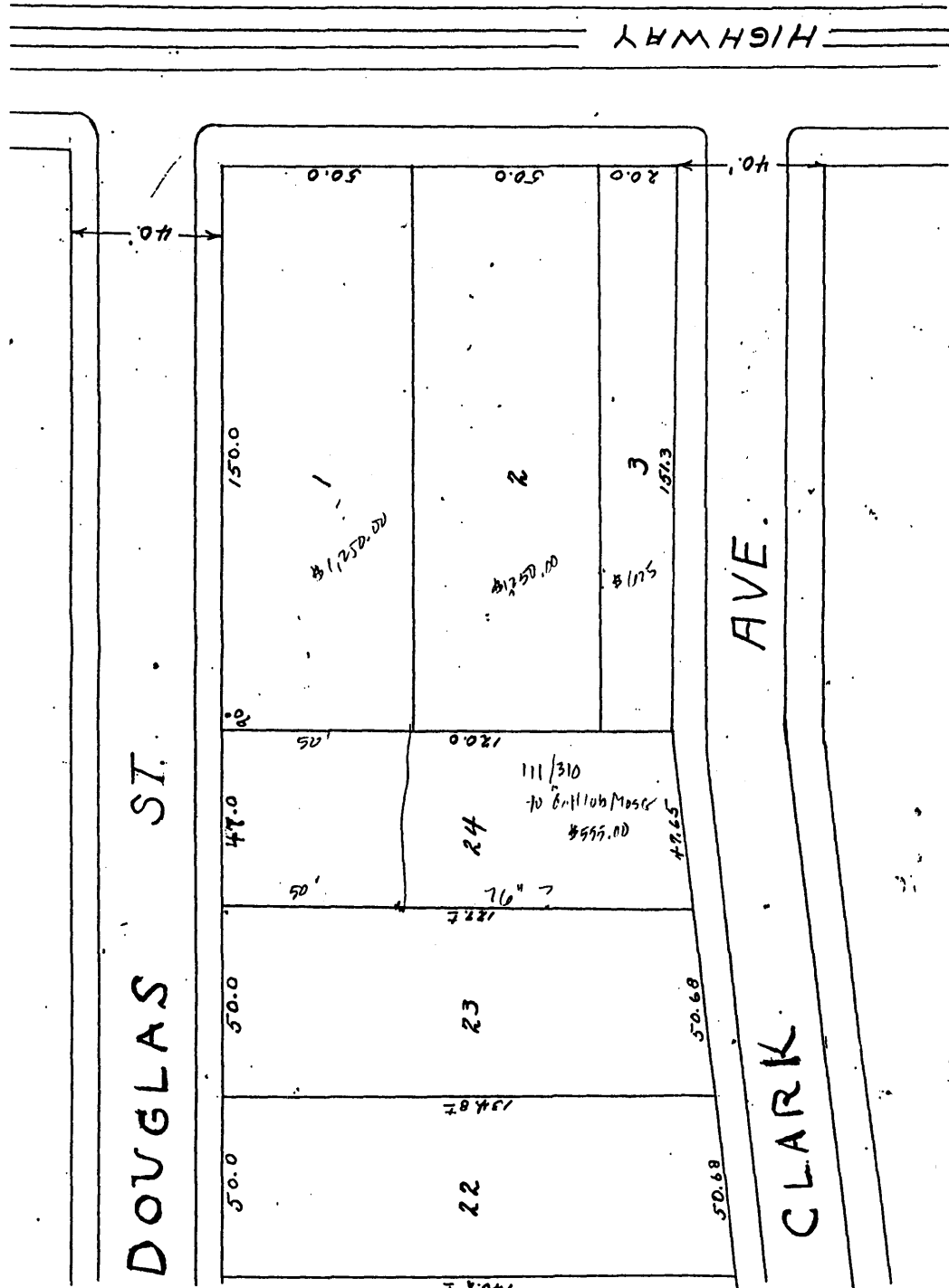
131/3

Clarks Subdivision of Original Lot No. 31 of the I. L. Ludlow Farm Subdivision in the City of West Covington, Kentucky .

July 9th, 1907.

J. J. Weaver,

Surveyor.



MAP 3 MOYER FAMILY HOUSES REC 156 & REC 157