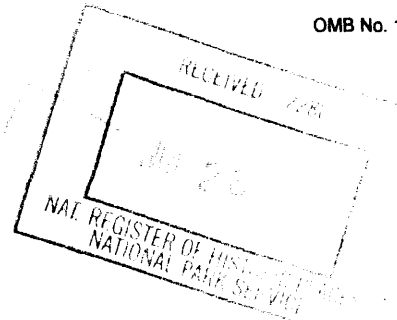


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65-804



**National Register of Historic Places  
Multiple Property Documentation Form**

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in How to Complete the Multiple Property Documentation Form (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

New Submission  Amended Submission

**A. Name of Multiple Property Listing**

Historic and Architectural Resources of the City of Erlanger, Kenton County, Kentucky, c. 1820-1951

**B. Associated Historic Contexts**

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

- I. Pre-Municipal Settlement of Erlanger and the Surrounding Area, c. 1820-1887
- II. The Early Years of the Erlanger Land Syndicate 1887-1897
- III. Growth and Maturity of the City of Erlanger, 1897-1951

**C. Form Prepared by**

name/title David L. Taylor, Principal

organization Taylor & Taylor Associates, Inc. date July, 2001

street & number 9 Walnut Street telephone 814-849-4900

city or town Brookville state PA zip code 15825

**D. Certification**

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (See continuation sheet for additional comments.)

David L. Morgan 6-18-02  
 Signature and title of certifying official David L. Morgan, SHPO and Ex.Dir., KHC Date  
Kentucky Heritage Council/State Historic Preservation Office  
 State or federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Edson H. Beall 9.6.2002  
 Signature of the Keeper Date

## Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

	<b>Page Numbers</b>
<b>E. Statement of Historic Contexts</b> (If more than one historic context is documented, present them in sequential order.)	E-1 through E-18
<b>F. Associated Property Types</b> (Provide description, significance, and registration requirements.)	F-1 through F-16
<b>G. Geographical Data</b>	G-1
<b>H. Summary of Identification and Evaluation Methods</b> (Discuss the methods used in developing the multiple property listing.)	H-1 through H-3
<b>I. Major Bibliographical References</b> (List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)	I-1

**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 120 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 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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**E. Statement of Historic Contexts**

The City of Erlanger is a northern Kentucky suburban community whose principal years of growth spanned the late-nineteenth and early twentieth-century and whose developmental history is inextricably linked to transportation--first by rail, later by auto, and beginning with the middle years of the twentieth century, by air. This MPDF provides a context analysis of a community representing the broad patterns of community development and planning spurred by transportation, first overland via an early turnpike, later by rail (which spawned an early planned subdivision in the Cincinnati area), and near the end of the Period of Significance, by air.

Politically, Erlanger is a third-class city lying in Kenton County, at the intersection of U. S. Routes 25 and 42 (Dixie Highway) and State Route 236 (Commonwealth Avenue), the community's two principal thoroughfares. Commonwealth Avenue runs northwest to southeast and the Dixie Highway extends northeast to southwest. The City is in the Cincinnati Metropolitan Statistical Area and the Northern Kentucky Area Development District.

**Historic Context I: Pre-Municipal Settlement of Erlanger and the  
Surrounding the Area, c. 1820-1887**

Initial settlement of the northern Kentucky area did not occur until a fort could be built on the present-day site of Cincinnati. Since Kentucky was then part of Virginia, its land ownership patterns were governed by Virginia's statutes; the area encompassing present-day

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Erlanger was part of a 2,200-acre tract granted to Robert Johnson and John D. Watkins. Johnson visited that area in 1781 when he moved to the area from Virginia, eventually amassing considerable holdings between Georgetown and the Ohio River. This Johnson-Watkins tract remained largely unsettled for a quarter of a century. In 1793, the newly-constituted Kentucky state legislature approved the clearing of a trail from Frankfort to Cincinnati. Known variously as George Town Road, the Covington-Frankfort Turnpike, and the Lexington Turnpike, the present-day Dixie Highway follows its general path as it traverses Erlanger.



"Walnut Grove," the Bartlett Graves House, built in the 1820s (destroyed)

In 1813, Johnson and Watkins divided their property and Bartlett Graves acquired approximately 575 acres from Johnson.



"Sugar Grove," the ca. 1826 Timberlake-Stephenson House (KE-E-71); its second story was removed following damage by a 1915 tornado.

Graves went on to become the first acknowledged settler in the area which now encompasses Erlanger; both Bartlett and Graves Streets bear his name. A variety of enterprises developed during the community's unincorporated days, which lasted for much of the balance of the nineteenth century. The path that became present-day Erlanger Road was also a toll road, which attracted

travelers since it provided a shorter route to the Ohio River than was offered by the turnpike.

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The entire area was largely agricultural, with farms ranging widely both in size and productivity. Erlanger's transportation heritage dates from 1818 when Abner Gaines, a tavern-keeper from Boone County, opened stagecoach service between Lexington and Cincinnati, passing through the site of present-



Prior to the Erlanger Land Syndicate's laying out of the town in 1887, Erlanger Road was a toll road. This photo shows the toll gate and the building at 14 Erlanger Road (KE-E-40).

day Erlanger. Other pioneers include John Stansifer—who purchased half of the Johnson tract—along with William Timberlake, Benjamin Bedinger, David Riggs, and Thomas Buckner. Most of these settlers built homes along the George Town Road; only Timberlake's 1820s home (KE-E-71) remains within the historic fabric of the community, and it is altered considerably from the original.

George Town Road became a popular drover's road and stagecoach route between the Ohio River and the inland reaches of Kentucky. Several pieces of legislation were passed to encourage the improvement of the trail, but little change in its primitive condition occurred throughout much of the middle years of the nineteenth century. In 1834 the state created the Covington and Lexington Turnpike Road Company, with Benjamin F. Bedinger as its president. The project progressed slowly due to the rugged terrain, and the organization encountered both physical and financial challenges, to the extent that Bedinger had to guarantee payment personally if the work was to continue. By 1839 the road led through the settlement from Covington and the fledgling community experienced a dramatic increase in droving and

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drayage over the pike. By the time the road was completed in the 1850s, it had turned a day-and-a-half trip from Covington to Lexington into a twelve-hour trek.<sup>1</sup>

Kenton County was erected from Campbell County in 1840. The Erlanger area--by then known as Timberlake after the aforementioned William Thornton Timberlake--settled into the routine of an agrarian economy. A railroad was developed between Lexington and Covington. During the early years of the railroad's presence in the area, the first generation of Erlanger settlers--Graves, Timberlake, Buckner, and their contemporaries--passed from the scene. The Civil War wrought little physical change upon the Timberlake settlement, since it lay so far into northern Kentucky and not far from the federal barracks at Newport. Federal troops maintained guards on the turnpike. Southern forces conducted raids into the region, but only once did they gain sufficient ground to approach Timberlake.<sup>2</sup>



Caleb Manly built this home (KE-E-66) in the 1850s; it is now the office of the Forest Lawn Cemetery, created in the 1930s from Manly's estate.

The war concluded and business and community leaders set about to develop a major railroad for the region. The Cincinnati Chamber of Commerce and later the Board of Trade secured the support of the Ohio legislature to permit the City of Cincinnati to build a railroad to the south. In 1872, Kentucky's legislature acquiesced to the proposal as well, and the heated debate began as to the route of the railroad,

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<sup>1</sup>Onkst, Wayne. *From Buffalo Trails to the Twenty-First Century: A Centennial History of Erlanger, Kentucky* (Erlanger: Erlanger Historical Society, 1996), p. 7.

<sup>2</sup>*Ibid.*, p. 8.

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since all realized that fortunes could be made—or not—depending on the path the railroad followed. In 1874, following investigation upon investigation, the Cincinnati Southern Railroad voted to build a bridge across the Ohio River and to lay track along the route of the Lexington Pike to Florence.<sup>3</sup>

Since the Cincinnati organizers were capitalists but not railroaders, outside expertise was needed to ensure the success of their venture. The City leased out the trackage for operation by a series of experienced entities, including several Cincinnati syndicates and eventually, in the early 1880s, to Frederick Wolffe & Associates of New York City. Wolffe, in turn, assigned his lease to an English syndicate led by Baron Frederick Emile d'Erlanger, whose combined railroad empire connected Cincinnati to New Orleans. The line became known as the Queen and Crescent Route (“Queen” for Cincinnati--the Queen City of the West--and “Crescent” for New Orleans, known as the Crescent City). The naming of Queen and Crescent Streets in Erlanger reflects this historical connection.<sup>4</sup>

Local businessmen James P. Garvey and Dr. Charles Judkins became interested in developing the property northwest of the Erlanger railroad station (KE-E-28) which had been built in 1876 and “with its commuter service transformed Erlanger from a rural farming community into an early suburb.”<sup>5</sup> With their Cincinnati connections and with the promise of d'Erlanger's representative to establish commuter service to the community, Garvey and Judkins assembled a group of wealthy Cincinnatians who became known as the Erlanger Land

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<sup>3</sup>Ibid., p. 12.

<sup>4</sup>Ibid., p. 13.

<sup>5</sup>Ibid., p. 16.

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Syndicate; the group formally incorporated in 1877.

Like much of rural northern Kentucky, the Timberlake settlement's original architecture was likely of log construction, soon replaced by residences of a comparatively more substantial and permanent character. Most of the community's "second-generation" architecture was oriented to the Covington-Lexington Turnpike and was typified by the commodious homes erected by aforementioned pioneers such as William Timberlake and Bartlett Graves. Known as "Walnut Grove," the Graves House was an 1820s five-bay southern Federal-style brick home with a two-story veranda on the facade. Timberlake built "Sugar Grove," a two-story, five-bay house with modest Greek Revival detailing and what appears from historic photos to be a four-over-four central hall plan. "The Beeches," Dr. Charles P. Judkins' home was a ca. 1854 wood frame residence of early Italianate design, likely four-over-four, with a shallow hipped roof, shuttered windows, and a single-bay portico. The Graves House burned in 1895, Judkins' home was eventually replaced by a commercial building, and the second story of Timberlake's house was destroyed in a July 6, 1915 tornado after which time the house emerged as a large 1½-story cottage with a hipped roof (KE-E-71). A mid-nineteenth century central-passage home at 3315 Alice Street (KE-E-72) also represents this era, but few other cultural features are extant from this historic context and chronological period.

The years covered by Historic Context I saw the settlement grow from a wilderness to a railroad whistle stop dotted by a scattering of pioneer homes. As the ninth decade of the nineteenth century drew to a close, the area that would become the Village—and later the City--of Erlanger was poised to begin an era of planned and marketed formal development, carefully promoted by the Erlanger Land Syndicate and its ambitious leadership.



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**Historic Context II: The Erlanger Land Syndicate and  
the Early Years of the Village, 1887-1897**

The Erlanger Land Syndicate filed the plan of the Erlanger Proper Subdivision with the Kenton County Clerk of Courts on May 31, 1887. Two hundred twenty building lots were included in the original plat; other additions increased the early plan of the community throughout the balance of the nineteenth century and into the first decades of the twentieth century. The Syndicate built Commonwealth Avenue, staked out other streets within the subdivision, significantly improved Erlanger Road, and lifted its toll. The first sale of lots occurred on June 18, 1887 and was spurred on by a special train which provided not only free fare but also lunch for prospective buyers. The Syndicate's connections enabled them to offer one year's free commuting fare to and from Cincinnati to anyone purchasing a lot. The developers even featured a payment plan of \$1.00 per week to lessen the financial burden on their new neighbors.

The Syndicate set about systematically to create an attractive and alluring new community, complete with social and religious amenities for its new citizens. A union church was established to serve all Protestants, and the Syndicate donated lots for the construction of a Catholic church and school. Sidewalks were laid by the Syndicate, street lights were installed, and a roller rink (not extant) was built on Crescent Avenue. Development was rapid during the balance of the 1880s and throughout the 1890s. Telephone service was inaugurated in 1890 and the community's first financial insti-



This advertisement appeared in Cincinnati to promote the first sale of Erlanger lots in June, 1887.

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tution, the Erlanger Perpetual Building Association was organized, to be followed in 1892 by the Erlanger Deposit Bank. A commercial district grew along the present-day Dixie Highway, characterized by modest brick and wood buildings of one and two stories, generally built in simple adaptations of the Italianate style. Saloons, a hotel, and grocery stores stood side-by-side with stables and druggist Robert Scott's



Some of Erlanger's late nineteenth-century homes, such as this handsome property at 3214 Crescent Avenue, retain their distinctive Eastlake-style porches, incorporating lathe-turned posts and balustrades.

1892 three-story building at Commonwealth Avenue and the Lexington Pike, which was later known as the Dixie Highway. Likely the largest nineteenth-century commercial building in the community, the Scott Building housed Scott's Drug Store along with a performance hall and community rooms on the upper stories, and became universally known as "Town Hall;" it was demolished to accommodate a widening of the present-day Dixie Highway/Commonwealth Avenue intersection. Along with retail development, the Garvey Brothers Lumber Yard provided all manner of building supplies for those relocating to Erlanger. Fraternal and service organizations were born, including a masonic organization, a Pythian lodge, the Junior Order of Mechanics, the Daughters of America, Eastern Star, the Kenton County Agricultural Association, and later, in 1914, both the Erlanger Women's Club and the Erlanger Improvement Association.

In 1896, the area of the community known as South Erlanger—south of the Erlanger Proper Subdivision—split off from the northern section of the Erlanger settlement and was incorporated as the city of Elsmere. The following year, the City of Erlanger was incorporated

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under the governance of a board of trustees, a town marshal, and a court presided over by a police judge. The *City Directory* described the community as being, "On the Queen and Crescent Route in Kenton County, 7 miles south of Cincinnati, of which city it is practically a suburb, most of its citizens being engaged in business in that City."<sup>6</sup>

The years spanning this historic context witnessed the area's growth from a rural settlement dotted by a scattering of homes and bisected by a railroad to a growing suburb the attractiveness of which was due to the advance of technology and the new-found ease of commuting to and from work. The initial development of the lands of the Syndicate was characterized by architecture which had as its antecedents the designs of the nineteenth century. With the close of Erlanger's pre-municipal era—which nearly coincided with the end of the century and mirrored suburban development elsewhere in northern Kentucky--new house types--American Foursquares, Bungalows, and modest twentieth-century cottages along with designs referenced on the Colonial and Tudor Revivals, began to appear. Historic Context II terminates in 1897, the year of incorporation of the City of Erlanger.

Extant properties from this era include most of the buildings on Crescent Avenue (including 3332, 3330, 3326, 3318, 3316, 3312, 3302, 3214 3210 Crescent Avenue (KE-E-25, 26, 27, and 29-32, 35, 38, 39 respectively), as well as 14, 35, 319, 463, and 480 Erlanger Road (KE-E-40, 42, 50, 54, and 55, respectively), 113, 117, 137, 215, 315, and 320 Commonwealth Avenue (KE-E-57, 58, 60, 62, 63, and 64, respectively), 11 and 134 Center Street (KE-E-75 and 82, respectively), 35 14 Home Street (KE-E-98), and the extant model homes erected by the Erlanger Land Syndicate, located at 20 and 26 Center Street, 17 and 21 Locust Street (KE-E-77, 80, 92, and 93 respectively).

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<sup>6</sup>Polk, R. L. *Kentucky State Gazetteer & Business Directory 1896* (Detroit: R. L. Polk, 1896), p. 255.

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### Historic Context III: Growth and Maturity of the City of Erlanger, 1897-1951

Following the 1896 incorporation of Elsmere, fears arose within the remaining parts of Erlanger that Elsmere would attempt annexation. Responding to these concerns, fewer than twelve months later, on January 25, 1897, the City of Erlanger was incorporated. By 1900, 453 citizens lived in the new community and had built eighty-nine residences. The population was served by three grocery stores, two livery stables, and a scattering of other retail establishments. The new government set about to grade, drain, and pave many of the streets in the community and to annex portions of the rural areas for further development. The



This streetscape view of the Dixie Highway was taken from the 1923 *Pictorial & Industrial Review of Northern Kentucky*. The community's historic commercial character has been largely replaced by 1960s-1980s construction with a commercial "strip center" character.

popularity of the community grew as did the population which by the decennial census of 1910 had swelled to 700, an increase of more than 50% from 1900.

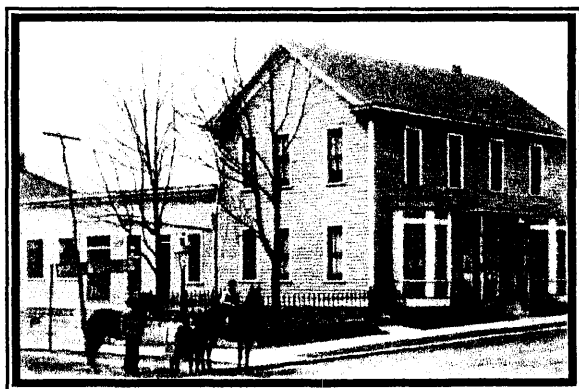
Most of Erlanger's initial development occurred on the west side of the Lexington Turnpike, in the Syndicate's

1887 Erlanger Proper Subdivision. However, with the 1892 death of Alice Timberlake Stephenson, the property east of Lexington Pike which had been owned for decades by the Timberlake and Stephenson families was subdivided into building lots and Erlanger's growth continued eastward.

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Land speculation and transportation continued to be among the factors spurring Erlanger's growth. With the railroad's success in opening the settlement for development, commun-



This c. 1912 photo shows the Scheben Hotel and Café (not extant), at the corner of the present-day Dixie Highway and Commonwealth Avenue. This building was typical of the nineteenth-century commercial character of the community, which has disappeared completely in the wake of commercial strip development along the Dixie Highway.

ity leaders also looked to the street car as an additional ingredient in the community's recipe for improvement, but it never materialized. Bus service was established in 1915, and various plans were concocted for the improvement of the still-unpaved Lexington Turnpike. Also in 1915, a group of midwestern and southern governors attended a meeting in Chattanooga which resulted in a scheme to develop a paved highway (later christened the Dixie Highway) which would extend southward from the Kentucky banks of the Ohio opposite Cincinnati.

The first concrete highway from Covington to Erlanger was completed over the old Turnpike roadway late in 1916. The availability of a paved roadway from Cincinnati and Covington to Erlanger provided the largest impetus for development that had ever been available to the community. The architectural character of much of the historic core of the community reflects the growth of the community due to the improvements to the Dixie Highway.

Despite the completion of the present-day Dixie Highway to Erlanger, the first years after the completion of the highway—a period which marked America's entry into World War One—saw little growth in the community. The 1920 decennial census identified a local population of 711, a growth of only 11 from the previous census. The 1920s, however, witnessed a significant growth in the population, which reached 1,853 by the end of the

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This photographic advertisement for the C. B. Myers Real Estate Company appeared in a 1920s edition of the *Kentucky Post* newspaper. It is characteristic of the type of marketing that was used to promote Erlanger's development during this decade of significant development and growth.

decade. During these years the community's permanent context became firmly established as that of a suburban commuter community of small- to medium-scale detached residences clustered around a rail connection and served by a small commercial district located along a rail line and a major regional highway. Significant industrial development was absent in Erlanger until well into the last quarter of the twentieth century.

Improvements to infrastructure and services continued throughout the 1920s, providing additional impetus to growth. The stalled paving of the Dixie Highway was resumed in 1921 and was completed beyond Erlanger to Florence in August of that year. The previously-independent Erlanger post office became a substation of the Covington operation, greatly improving mail service. In 1922, the Dixie Traction Company was established and opened bus service from Erlanger to the terminus of the street car line at Fort Mitchell. Historian Wayne Onkst notes

These improvements in the early 1920s, particularly improved highways, made growth possible in the community. To meet the needs required by development, the telephone exchange was enlarged to accommodate four operators and 500 customers. The Locust Street School became so overcrowded, [that] citizens approved a \$25,000 bond issue for enlargement. The post office expanded to include two city postmen and two rural routes. The railroad depot was busier than ever, with trains delivering coal, lumber, and building materials, while the storage areas around the depot were filled with barrels of rosin,

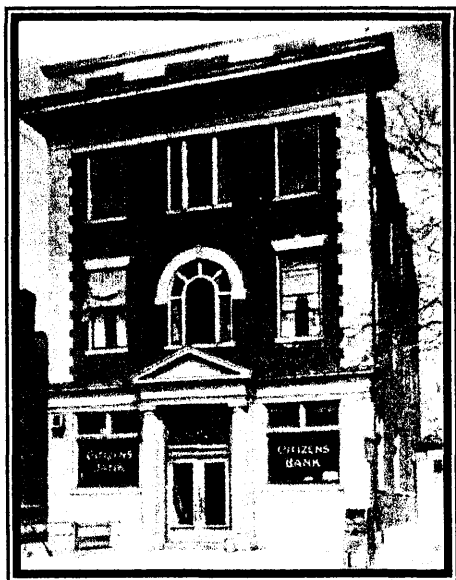
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wheat, and bales of hay.<sup>7</sup>

A public water system was developed in 1925 and natural gas lines were laid in 1928. Entrepreneurs came to Erlanger to acquire agricultural property for residential development. Subdivisions of these years include the Fairview Subdivision on Park Avenue, Gale's Subdivision, Pleasant Grove, Greenwood Heights, and Sugar Grove, along with Hallam Heights, Ridgeview, and Dixie Lawns. These areas include streets of Bungalows and cottages, Dutch Colonial Revival domestic architecture, and repetitive house types which were likely erected

by some of the speculators who had laid out the various subdivisions.



The Citizens Bank Building, erected on the present-day Dixie Highway ca. 1900; the bank failed during the Depression and the building was later demolished.

Erlanger's growth during this period was shared by other suburban communities in the greater Cincinnati area of northern Kentucky. Typical among these is Winston Heights, which was laid out in the late 1920s in the northern reaches of the city of Covington (the neighborhood is presently part of the city of Taylor Mill). Developed by real estate speculators as was Erlanger, Winston Heights also featured model homes, open houses, and promotions. Its streets include repetitive house types such as Bungalows and Tudor Revival cottages, along

with several historic multi-family investment properties not seen in Erlanger. The Ryland Heights community, southeast of Erlanger, developed as a 1920s seasonal summer community built around a golf course and populated by wealthy Cincinnati businessmen and their families

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<sup>7</sup>Ibid., p. 32.

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eager to escape the heat of the city in the summer. The importance of Erlanger, however, lies in its position as an *early* suburban development, dating initially from a generation before suburbs such as Winston Heights and Ryland Heights, and representing the marriage between speculative land development and advances in technology. This union came to fruition during the third of Erlanger's historic contexts and was represented by the activities of the Land Syndicate, the Cincinnati Southern Railroad, the popularizing of the automobile, and highway construction, whose dynamic interfacing resulted first in the growth of a village and later the creation of a city, complete with development incentives and social amenities.

The Depression of the 1930s had much the same effect in Erlanger as in other communities. The Erlanger Citizens Bank (the corporate result of a merger of the Erlanger Deposit Bank and the Citizens Bank) failed late in 1931. The Erlanger Perpetual Building and Loan Association, dating from the 1890s, survived the Depression, but Erlanger was without a commercial bank until 1936 when the Community Bank was organized by Andrew Scheben, Sr. The impact of the Depression was mitigated somewhat by the progress of highway construction along the Dixie Highway and with the WPA-funded 1936 elimination of the railroad grade crossing on the Dixie Highway. Another major public works project of these years was the 1935 construction of the community's first sanitary sewer system, including three treatment plants and associated outfall lines. All of these projects--additional evidence of city planning--combined to create the attraction of Erlanger as a place to settle and build a home during the years between the World Wars.

The immediate prewar census found 2,410 citizens living in Erlanger. A brief entrance into art pottery manufacture was carried out by Harold Bopp, formerly of the Rookwood Pottery in Cincinnati. While his Kenton Hills Pottery products were popular and were



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featured in leading stores, the advent of World War II spelled an end to Bopp's ceramics endeavor in Erlanger.

Following the war, the development of mass transportation brought even greater change to Erlanger. Onkst notes that the two decades following the war the land area of Erlanger quadrupled through annexation and the population tripled.<sup>8</sup> As the toll road had encouraged nineteenth-century settlement and the railroad fueled later development, transportation would again be a major factor in Erlanger's growth in this era.



The 1947 opening of the new Cincinnati airport just outside Erlanger's western corporate boundary brought increased development into the city.

Beginning in the late 1930s and continuing throughout the War, the government had searched for a suitable location for a metropolitan airport to replace the flood- and fog-prone Lunken Field located not far from the Ohio River on the lowlands in the eastern reaches

of Cincinnati. After considering a number of sites, it was decided to build a new airport on the highlands of Boone County, four miles northwest of Erlanger. Governor Donaldson agreed to construct a new road from the airport to the Dixie Highway (connecting in Erlanger with Commonwealth Avenue). The new facility opened for commercial traffic in 1947--at the western edge of the City of Erlanger.

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<sup>8</sup>*Ibid.*, p. 40.

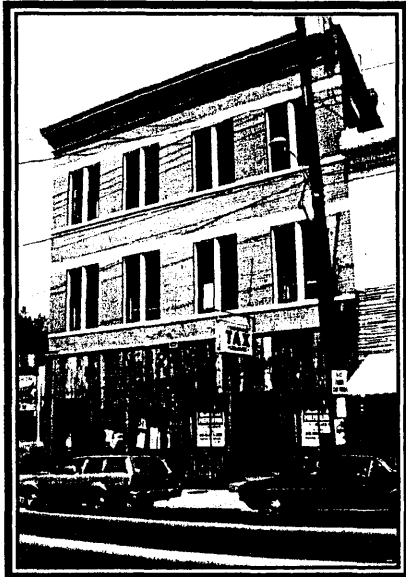
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Robert Scott's landmark "Town Hall" fell to a widening of the Commonwealth Avenue/Dixie Highway intersection. The Dixie Club (KE-E-68) appears at the right; although its upper facade is "slip-covered," it remains one of the few links to nineteenth-century commerce in Erlanger.

With suburban growth throughout the 1950s and 1960s, the face of Erlanger changed both by annexation and by the demolition of much of the commercial historic core which had characterized the Dixie Highway as it passed through the City. New neighborhoods developed and industrial parks were built with easy access to the interstate network of highways--I-71, I-75, and I-275--all of which pass through the corporate limits of the community. Industrial parks rose out of the fields along I-275 (including Circleport Industrial Parks II, III, and IV, near the airport) and Erlanger-Crescent Springs and Kenton Lands Industrial Parks (northeast of the central core of the community).

The 1980 decennial census recorded a population of 14,433, which rose to 15,979 by 1990 and 16,676 in 2000. In writing his commemorative centennial book, editor Onkst concluded his treatment of the community with his personal interpretation of the present and future of the City. While his characterization may appear as an over-optimistic endorsement of the type of forces which created and nurtured Erlanger during its historic period and are creating suburban sprawl across northern Kentucky in the twenty-first century, Onkst's thoughts are those of one



These Dixie Highway commercial buildings from the 1890s were replaced by a one-story commercial strip.

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intimate with the history of the city:

. . . prospects are bright for continued development. While the city is almost totally landlocked and probably will not add territory through annexation, land remains available for both residential and commercial development. Erlanger's population and economic base will continue to grow at a steady pace for the foreseeable future. City leaders are cognizant of the need for green space in the midst of development and have plans to maintain and expand areas of designated green space at a steady pace over the coming years. As has been the case throughout Erlanger's history, transportation will continue as a key element in the development of the community.<sup>9</sup>

Properties which represent this historic context and era in Erlanger's heritage include 3222 and 3216 Riggs Avenue, 101 Bartlett Avenue, 101, 177, 201, 314, and 317 Graves Avenue, 3308, 3306, 3226, and 3224 Crescent Avenue, 39, 110, 112, 126, 201, 302, and 448 Erlanger Road, 125 Commonwealth Avenue, 3614 Dixie Highway (KE-E-13, 15, 18, 20, 21, 22, 24, 33, 34, 36, 37, 42, 44, 45, 46, 47, 48, 52, 59, and 70, respectively). Among the more pretentious properties from this period is the c. 1912 Colonial Revival home of Col. Hubbard Buckner at 30 Commonwealth Avenue (KE-E-56), which has been converted for use as a funeral home.

**Summary** This Multiple Property Documentation Form establishes a broad historic context for one northern Kentucky suburb of the cities of Cincinnati, Ohio and to a lesser degree, of Covington, Kentucky. Erlanger's significance lies in its position as a locally-significant representative example of the effect of broad patterns of community development and planning which grew around the pattern of local and regional transportation in the area. Within a generation, the settlement grew from a rural hamlet on a rustic early nineteenth-century turnpike to a carefully planned and marketed railroad suburb. Later, the twentieth

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<sup>9</sup> *Ibid.*, p. 56.

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century but well within the c. 1820-1951 Period of Significance, Erlanger's growth was again fueled by transportation when the one-time turnpike was paved and became a major automobile artery to and from Cincinnati. While other suburbs—including Elsmere, Winston Heights, and Ryland Heights, developed in the Cincinnati environs, Erlanger's significance is that of an *early* planned community whose backers in the 1880s set aside lots for churches and a school and marketed the subdivision aggressively to potential suburbanites. The MPDF identified specific three historic contexts with the broad framework of Erlanger's history and in the following sections identifies property types within the study area and sets forth threshold requirements for the registration of properties therein.

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**F. ASSOCIATED PROPERTY TYPES**

The following property types have been identified within the context of this Multiple Property Documentation Form:

**Property Type I: Domestic Architecture**

**Description:** The most prevalent property type in the City, Erlanger's domestic architecture includes a small number of homes built prior to the Civil War, fewer yet which date between 1865 and the late 1880s, and the five nearly identical model homes built in 1887 by the Erlanger Land Syndicate. This property type also includes the homes erected by the first suburbanites in the new community, along with a diversity of twentieth-century domestic architecture including one-story cottages, Bungalows, Colonial and Dutch Colonial Revival residences, suburban homes influenced by the Tudor Revival style, and an array of vernacular residences executed without reference to any particular style.<sup>11</sup>



Modest as it is, this Stick Style home at 3514 Home Avenue (KE-E-98) is one of the community's most significant properties, since its exterior has been altered so little from the original.

The vast majority of these properties are of wood construction, with the earlier examples built upon foundations of ashlar stone with a rock-faced finish. Most examples of twentieth-century domestic architecture use concrete block foundations—rock-faced being the preferred variant. Roof forms include hipped, gabled, gambrel, and those incorporating multiple roof profiles. Most Property Type I roofs are clad

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<sup>11</sup>For the purposes of this document, the term “vernacular” conforms to the definition appearing in Wade Bucher's **Dictionary of Building Preservation** [New York: John Wiley & Sons, 1996]: “a building built without being designed by an architect or someone with similar formal training; often based on traditional or regional forms.”

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in asphalt shingles; a small number are of tile. The preponderance of the fenestration is flat-topped, without notable window trim.

The historic domestic architecture of the City of Erlanger includes several early homes, executed without reference to any formal design tenet. Such properties within the City include the five-bay insulbrick-clad wood frame house facing the railroad at 3315 Alice Street (KE-E-72), and a four-bay house, also of wood construction, located at 320 Commonwealth Avenue (KE-E-64).

The earliest formally-designed homes in the City include the c. 1850 Greek Revival-style home of Dr. Caleb Stone Manly at 3227 Dixie Highway (KE-E-66) and the Queen Anne-style home at 134 Center Street (KE-E-82), with a dominant



Much of the character of Erlanger's residential areas is defined by twentieth-century design, including Bungalows such as this 1½-story home, with a recessed front porch and dormer.

ing rounded corner bay and a variegated surface finish, and a modest Stick Style residence at 3514 Home Avenue (KE-E-98). Several homes in the City are stylistically associated with the Italianate style, although no pure examples of the style exist in Erlanger. The Eastlake style, named for English architect Charles Lock Eastlake and employing as its defining feature lacy sawn and turned ornamentation, is represented by the homes at 3302, 3412, and 315 Crescent Avenue and 463 Commonwealth Avenue (KE-E-35, 38, 63, and 65, respectively).

Architecture based upon formal design modes is not common in Erlanger. Most of the elite-style homes which are in the community are based upon the tenets of the revival styles popular during the first forty years of the twentieth century, and are executed in both academic and less sophisticated forms of the various styles. One of the community's finest early twentieth-century homes is the Col. Hubbard Buckner House at 30 Commonwealth Avenue

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(KE-E-56), built ca. 1912 in the Georgian Revival style, clearly from the designs of a formally-educated, although unidentified architect. A substantial colonnaded Georgian Revival-style home is at 122 Graves Avenue. Tudor Revival-style homes include the 1928 home of Congressman A. B. Rouse at 140 Commonwealth Avenue (KE-E-61; destroyed in 2000 by the adjacent Baptist Church), the extant 1927 home of Walton Dempsey at 101 Bartlett Avenue (KE-E-18), and the 1930s home of Len Charles at 317 Graves Avenue (KE-E-23). The American Foursquare--more of a house type than a style but ubiquitous across the American cultural landscape--is found on nearly every street which developed in Erlanger between 1900 and 1930; the City's finest is that of John F. Whiteside (KE-E-21), built in 1924 at 117 Graves Avenue. Dutch Colonial Revival cottages include examples at 3308 Crescent Avenue (KE-E-33) and 19 Center Street (KE-E-76). Erlanger Bungalows include 3306 and 3226 Crescent Avenue, 110 Erlanger Road, and 25 Center Street (KE-E-34, 36, 44, 47, and 79, respectively).

The advent of the second decade of the twentieth century in Erlanger brought with it increased ease of transportation to the employment centers at Covington and Cincinnati, and Erlanger's domestic architecture was scaled down as a working-class population swelled the City. The new homes built throughout much of the next thirty years of the twentieth century were modestly-scaled and included Bungalows, cottages, American Foursquares, along with homes with stuccoed finish and stylized half-timbered trim.

**Significance:** Most National Register-eligible residences in Erlanger fall under National Register Criterion C; their associative significance is related to all three of the City's Historic Contexts. Some may be eligible under Criterion A because of their significance to the City's settlement patterns and early development. In a limited number of cases, Criterion B eligibility may be derived from the association of a residence with individuals whose contribution to broader historical and cultural development patterns is of demonstrable consequence. In most cases however, these properties meet requirements for Criterion C as intact, representative locally-significant examples of specific styles, which reflect construction practices

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and stylistic influences throughout the Period of Significance. Subsequent investigations may identify individually-eligible homes which are important as the work of (1) regionally-prominent architects, (2) prolific master builders (3) locally- or regionally prominent contractors or (4) as examples of mass-produced houses drawn from mail-order catalog sources such as Sears Roebuck, Aladdin, or Montgomery Ward. Many residential properties in Erlanger, while small of scale, nonetheless retain a high degree of integrity and exhibit distinctive craftsmanship and ornamentation dating from their period of construction.

**Registration Requirements:** Property Type I resources must exhibit readily identifiable features either of particular academic architectural styles or of popular national styles. In order to qualify for National Register listing, these resources must also be associated with one of the City's historic contexts, must have been constructed or otherwise acquired significance during the Period of Significance of this MPDF, and must possess architectural features emblematic of the era of construction.

In order to qualify for National Register designation, residential resources must retain sufficient integrity to reflect the Period of Significance with which they are associated. Properties possessing integrity of *location* should have remained on their original site since the time of their construction or during the period that they attained significance.<sup>12</sup> Ideally, integrity of *setting* will be present by the land surrounding a property not having been irretrievably compromised, for example, by modern development.<sup>13</sup> The absence of such integrity will not, however, render a property ineligible for registration. The presence of historic landscape features will enhance a property's integrity of setting.

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<sup>12</sup>Thus, the integrity of *location* of a property that had been moved from its original site would be unimpaired if the Period of Significance of the property occurred after its relocation.

<sup>13</sup>Integrity of location and setting are not intractably linked with architectural significance as it relates to National Register eligibility. Indeed, 36 CFR 14 and 15 permit buildings which have been moved (sacrificing their integrity of both setting and location) to remain as listed properties.



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If domestic architecture is nominated under Criterion C, integrity of *design, materials,* and *feeling* should be present, at a minimum. Integrity of *design* will be maintained if the overall plan and detailing of a resource is essentially unimpaired. Original floor plans should be modified only minimally and distinguishing architectural features (woodwork, exterior trim, etc.) should be essentially intact.

Property Type I resources retain integrity of *materials* if the essential historic elements of the property's exterior finishes are unaltered. As with integrity of design, above, interior examples of materials include woodwork, moldings, doors, wall surfaces, etc. Exterior surface treatments, including brick, stone, and wood, should be intact. Within the context of Erlanger's residential architecture, the introduction of non-historic siding may not necessarily render a property ineligible for registration as long as the original fabric remains beneath the non-historic material, and as long as other significant character-defining features have not been removed in the process of installing the new material.

The integrity of *feeling* which must be retained by eligible Property Type I resources is expressed by the minimally-altered character of the exterior of nominated properties, exhibiting a significant proportion of intact character-defining features. These elements include exterior finishes, fenestration patterns, roof form and appearance, porches, architectural ornament, etc., and may also be related to the integrity of location, discussed above. Integrity of feeling with respect to interiors is achieved by the general maintenance of the floor plan, original volumes, wall surfaces, trim, etc. An adaptive use for a Property Type I resource will not generally impair its integrity.

Erlanger residences nominated under Criteria A and B must possess integrity of *association*, which may encompass association with a particular individual (under Criterion B) or with particular patterns of development in the community (under Criterion A). Integrity of association under Criterion A requires that the property retain its essential location, setting,

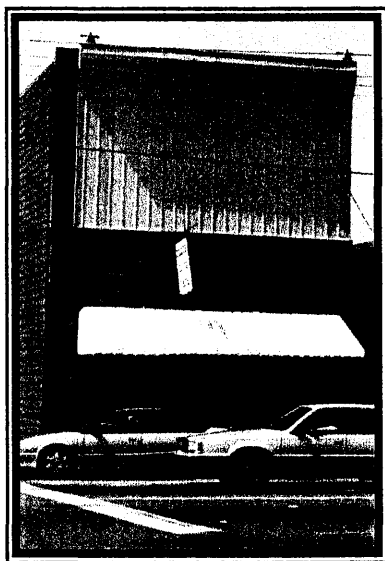
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Although severely altered from its original appearance, the Dixie Club building on the Dixie Highway provides a reminder of the "Main Street" character of the community's early commercial architecture. Only a hint of the original cast iron storefront is visible at the left side front corner.

workmanship and materials, as described above. Integrity of association under Criterion B requires that the property appear essentially as it did during its period of association with the individual cited in Section 8 of the National Register document.

Additions to Property Type I resources will not necessarily seriously compromise their integrity, as long as such additions do not detract from a property's overall ability to convey its sense of history through the elements of integrity detailed above. In order to result in a property's retention of integrity, additions should be on secondary elevations, and, if removed in the future, should have been constructed in a manner which would not impact adversely upon the overall historic character of the property.

### Property Type II: Commercial Architecture

**Description:** As noted above, little historic mercantile architecture is extant in Erlanger. Nearly all of the City's commercial properties were on the Dixie Highway and fell during the 1960s and 1970s and were replaced by low-profiled, modest commercial architecture. Very few examples of this property type are extant within the city, adding to the importance of individual examples. Extant examples of this property type are of masonry construction, two stories in height, with flat-topped fenestration. The building housing the Dixie Club Café (KE-E-68) is a survivor of the late nineteenth century which is located on the Dixie Highway just north of Commonwealth Avenue. Its Italianate character can only barely be discerned behind a cladding of artificial materials but it is, nonetheless, one of the City's earliest extant commercial buildings. Due to the sweeping alterations wrought upon the building, in its

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present condition it fails to meet the registration requirements for Property Type II buildings; only an ambitious rehabilitation project could restore and reconstruct sufficient fabric to enable to building to meet the threshold for individual registration.

Other historic commercial buildings in Erlanger include the Colonial Revival-style 1929 Taliaferro Funeral Home (KE-E-70) at 3614 Dixie Highway--the first building in northern Kentucky built specifically for funerary use.<sup>14</sup> This property represents the rise of the modern funerary industry and the shift away from the in-home funeral presided over by the undertaker who was also a furniture retailer and likely crafted the coffin himself. In addition to these, Property Type II buildings include the tile-roofed brick office building at 39 Erlanger Road (KE-E-42), which has served as a telephone office, the headquarters of the local school district, and as a medical office, and two 1880s brick commercial buildings on Crescent Avenue near the railroad station (3326 and 3330 Crescent Avenue; KE-E-27 and 26, respectively).

**Significance:** Commercial buildings (Property Type II) will be associated with Historic Contexts II or III. They are eligible under National Register Criterion A, representing the patterns of commerce in Erlanger while occupying positions as indicators of the settlement, growth, and maturity of the area which corresponded to the relative prosperity which followed Erlanger's commercial development.

**Registration Requirements:** Property Type II resources must be shown to be clearly reflective of the Criterion A pattern of commercial development in Erlanger during the Period of Significance. In order to qualify for National Register listing, these resources must be clearly associated with one of Erlanger's historic contexts, must have been constructed during the Period of Significance, and must possess architectural features emblematic of the era of construction.

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<sup>14</sup>*Ibid.*, p. 34.

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These resources must possess a high degree of integrity, retaining the form, massing, and detailing which define the individual style of architecture. Properties should possess integrity of *location* by having remained on their original site since the time of their construction or during the period that they attained significance (see footnote 7). As with residential architecture, in the ideal, integrity of *setting* should be satisfied by the land surrounding a property not having been irretrievably compromised, for example, by modern development; if modern development has occurred in proximity to a nominated Property Type II resource, sufficient land should be included in the nominated parcel to enable the property to convey its individual historicity during the stated Period of Significance. In addition, the overall plan and detailing of these resource should be essentially unimpaired. Original floor plans may be modified but such modifications should not be so pervasive that the building's original character as a commercial entity is lost. Distinguishing architectural features (woodwork, exterior trim, fenestration patterns, massing, etc.) should be intact.

Property Type II resources retain integrity of *materials* if the essential historic elements of the property's exterior finishes are unaltered. Exterior surface treatments, including brick, stone, and wood, should be intact.

The integrity of *feeling* which must be retained by eligible Property Type II resources should be conveyed by the minimally-altered character of the exterior of nominated properties, exhibiting a significant proportion of intact character-defining features. These elements include exterior finishes, fenestration patterns, roof form and appearance, architectural ornament, etc., and may also be related to the integrity of location, discussed above. Integrity of feeling with respect to interiors is achieved by the general maintenance of the floor plan, original volumes, wall surfaces, trim, etc. An adaptive use for a Property Type II resource will

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not generally impair its integrity .

Property Type II resources must also possess integrity of *association*, which may encompass Criterion B association with a particular individual or with particular Criterion A patterns of commercial development in the City. Integrity of association under Criterion A requires that the property retain its essential integrity of location, setting, workmanship, and materials, as described above. Integrity of association under Criterion B requires that the property appear substantially as it did during its period of association with the individual cited in Section 8 of the National Register document.

Additions to historic commercial properties will not necessarily seriously compromise their integrity, as long as such additions do not detract from a property's overall ability to convey its sense of history with respect to the elements of integrity detailed above. In order to result in a property's retention of integrity, additions should occur on secondary elevations and should have been constructed in such a fashion that, if removed in the future, would not impact adversely upon the overall historic character of the property.

### Property Type III: Transportation-Related Properties

As noted throughout this narrative, Erlanger's history is closely tied to transportation. However, few historic buildings remain in the community to suggest this link. Properties which are associated with the early turnpike transportation include the former tollkeeper's house at 14 Erlanger Road (KE-E-40). The community's most important transportation-related historic property is the 1875 Cincinnati Southern Railroad Depot (KE-E-28), erected more than a decade before the birth of the Erlanger Land Syndicate. In the 1990s, to avoid demolition, the depot was moved back from the tracks a short distance and has been sensitively rehabilitated by the City as a local history museum. Another example of a transportation resource is the un-surveyed railroad overpass on the Dixie Highway which dates from the

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1930s when a Works Progress Administration project eliminated the grade crossing where the railroad intersects the Dixie Highway. No historic properties associated with air travel have been identified in Erlanger, but such properties may include the homes of early pilots and/or airline executives.

**Description** Property Type III properties include buildings and one structure (the railroad bridge). Buildings of this property type are modest in scale and detail, one and two stories in height, and rest on foundation of stone, brick, or—in the case of twentieth-century properties—of concrete block. Roofs are gabled (both gable-end oriented and laterally-oriented), hipped, pyramidal, or, in the case of Dutch Colonial Revival-style buildings, gambrel. The buildings representing Property Type III are of wood and masonry construction, with wood predominating. Fenestration is nearly exclusively flat-topped, with single-light double-hung sash.

The two-track railroad bridge spanning the Dixie Highway is of a single-span metal pony truss design and rests on stone abutments.

**Significance:** Erlanger's transportation-related resources will associated with Historic Context I, II, or III. Their significance will lie within Criterion A, for their reflection of the growth of transportation in the area. They may also be significant under Criterion C as important local examples of transportation-related architectural or engineering resources.

**Registration Requirements:** In order to be eligible for nomination, resources of this property type must be clearly reflective of the Criterion A pattern of transportation development in Erlanger during the Period of Significance. If significance is to be claimed under the terms of Criterion C, the property must exhibit readily-identifiable characteristics of a particular architectural or engineering style or must be the product of a designer or builder whose

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role in the City or region is clearly definable.

Property Type III resources retain integrity of *materials* if the essential historic elements of the resource's exterior finishes are unaltered. Exterior surface treatments, including brick, stone, metal, and wood, should be intact.

The integrity of *feeling* which must be retained by eligible Property Type III resources should be conveyed by the minimally-altered character of the exterior of nominated properties, exhibiting a significant proportion of intact character-defining features. These elements include exterior finishes, fenestration patterns, roof form and appearance, architectural ornament, etc., and may also be related to the integrity of location, discussed above. Integrity of feeling is also achieved by the general maintenance of the plan, original volumes, surface features, trim, etc. An adaptive use for a Property Type III resource will not typically impair its integrity.

Transportation-related resources must also possess integrity of *association*, encompassing Criterion A patterns reflecting the development of transportation in and around the City. Integrity of association under Criterion A requires that the property retain its essential integrity of location, setting, workmanship, and materials, as described above.

Additions to Property Type III resources will not necessarily seriously compromise their integrity, as long as such additions do not detract from a property's overall ability to convey its sense of history with respect to the elements of integrity detailed above. In order to result in a property's retention of integrity, additions should be sited on secondary elevations, and should have been constructed in such a fashion that, if removed in the future, would not impact adversely upon the overall historic character of the property.

If a Property type III resource has been moved, it must have been undertaken in such

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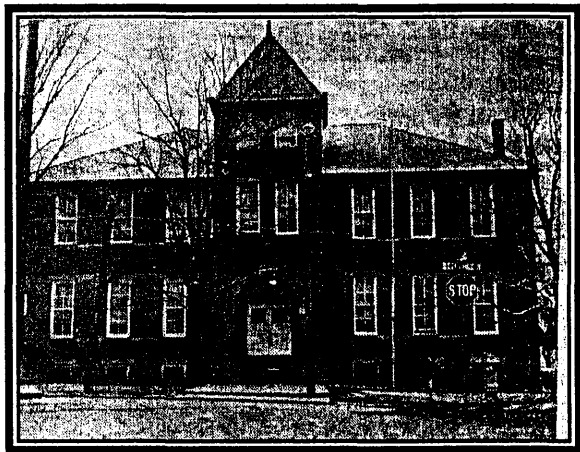
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a manner that its integrity of setting has not been compromised. Thus, in the case of the Cincinnati Southern Depot (KE-E-28), while it was moved back from the railroad trackage in order to avoid demolition, it nonetheless retains integrity of setting since it is still in very close proximity to the railroad.

**Property Type IV: Institutional Architecture**

**Description:** With the establishment of Erlanger by the Syndicate in the 1880s, institutional development was born and grew as the community matured. As noted above, lots were set aside or sold early on to religious organizations, and churches were erected in the latter years of the nineteenth century. However, all of the historic churches in Erlanger have been replaced

by buildings of more modern construction, dating from outside the Period of Significance established in this document.



Locust Street School was built in 1907 to serve the growing community. Eventually demolished, its site on Locust Street remains vacant at the time of the preparation of the MPDF.

Secular institutional development in Erlanger includes the growth of education in the community. Public education in Erlanger dates to the 1860s, when classes were held in one of Dr. John Stevenson's slave cabins under the tutelage of a Miss Billings, a Mt. Holyoke alumna. A variety of buildings were used after those years until 1889 when the first permanent

schoolhouse was erected at 46 Erlanger Road (KE-E-43). In the late 1920s, the Erlanger and Elsmere school districts consolidated and in 1928 erected a joint high school at 300 Bartlett Avenue (KE-E-19) originally named to honor John Uri Lloyd, author of **Stringtown on the**



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Pike.<sup>15</sup>

Examples of Property Type IV buildings include the former school at 46 Erlanger Road (KE-E-43). Erlanger's other schools include the 1907 Locust Street School of (destroyed) and the aforementioned 1928-1929 Lloyd Memorial High School, which has been significantly altered with several additions, window modifications, etc.

Property Type IV buildings range in scale from the modestly-scaled, one-story Erlanger School to the significantly larger Lloyd Memorial High School. Identified examples of this property type include both masonry and wood construction, set on foundations of stone and concrete. Fenestration is flat-topped exclusively and roof forms include the gable roof of the nineteenth-century Erlanger Road school and the flat roof of the Lloyd Memorial High School.

**Significance:** Property Type IV buildings are associated with Historic Contexts I, II, and III and will be eligible under National Register Criterion A for their close association with the birth and maturity of public education in Erlanger throughout the Period of Significance. With reference to Criterion C, they can be significant for their design, as examples of single-purpose architecture which either reflects vernacular building customs in the City or are examples of national styles applied to local design.

**Registration Requirements:** In order to qualify for registration, Property Type IV buildings must possess sufficient integrity of location, design, setting, workmanship, and materials to reflect their position as educational resources within the context of Erlanger's architectural heritage. Integrity of *location* is achieved by a school's being located on its

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<sup>15</sup>This building was later named Tichenor Middle School, honoring long-time Erlanger educator James I. Tichenor.

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original site on property specifically acquired for educational purposes. Integrity of *setting* is gained by the retention of the school's relationship to its location, including features such as set-back from the street, the incorporation of a schoolyard, the presence of mature vegetation, etc. The absence of integrity of *location* and *setting* will not preclude a property's being eligible for registration (See footnote 7). Property Type IV buildings retain integrity of *materials* if their original exterior surfaces (brick, stucco, or wood) are intact and if significant portion of their interiors, (plan, detailing, etc.) have been retained. Integrity of *design* is achieved if a school possesses those essential design features (massing, fenestration, roof form, etc.) which define the building type. Integrity of *workmanship* is attained by those buildings which display elements of craftsmanship and artistry typical of the nineteenth and twentieth centuries, including the laying of masonry, the crafting of woodwork, stairbuilding, etc. While they need not serve their original function, Property Type IV resources should retain a substantial proportion of their original finishes, fenestration pattern, and a significant portion of their original floor plan.

### Property Type V: Historic Districts

**Description:** As defined in National Register Bulletin 16A, historic districts are collections of historic resources which possess "significant concentration, linkage, or continuity of sites, structures, or objects united historically or aesthetically by plan or physical development." Historic districts contain a collection of individual buildings of diverse, similar, or identical function (historic and current) which are located within a geographical area whose boundaries are readily defined by the character of the properties contained therein. Within the City of Erlanger this property type is typified by the Erlanger Proper Subdivision Historic District, for which a National Register nomination is being submitted in conjunction with this MPDF. Other potential districts include the several additions to the original 1887 Erlanger Subdivision, which were being platted as early as the 1890s.

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**Significance:** Historic districts in Erlanger are associated with Historic Contexts I, II, and III, and are significant under National Register Criterion A, or C, or both. With reference to Criterion A, such resources reflect the course of development of more than a century in Erlanger. Historic districts are clearly representative of the patterns of land use, subdivision, and residential development in Erlanger during the Period of Significance. Erlanger's districts, for example, reflect the consciously-planned decisions of the Erlanger Land Syndicate to lay out a neighborhood on the west side of the George Town Pike (later the Dixie Highway), platting two hundred twenty regularly-dimensioned building lots, setting aside reserved lots for religious and secular institutional properties, and providing incentives (such as free transportation) to encourage the purchase of the lots and the erection of new homes. Additional significance is derived if a district retains clear linkages to individuals of transcendent importance in Erlanger's history. Districts qualify in terms of Criterion C significance by representing specific examples styles of design or methods of construction, which may be the product of a designer or builder whose role in the county is clearly definable, or which as a grouping of properties may represent formal architectural styles, local building traditions, and the presence of mass-marketed homes.

**Registration Requirements:** In order to be eligible for registration, historic districts must retain integrity of *location, setting, design, association, materials, workmanship, and feeling*, by occupying their original site and by being unimpacted by sweeping and compromising alterations to their cultural landscape or to a majority of the individual resources found within. Public rights-of-way should retain significant elements of their historic character. With respect to integrity of *association*, districts must be associated with the pattern of residential neighborhood development in Erlanger. Integrity of *workmanship* is achieved in districts by their exhibition of the skills and abilities of the master builders, architects, and anonymous contractors who erected the buildings contained therein. Districts must contain a significant majority of properties at least fifty years old and a minimum of non-contributing elements should be

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present, both in scale and number. Buildings in districts must retain much of their original, character-defining physical attributes in order to be classified as "contributing." Due to the rapid acceleration of technology, districts are often subjected to evolutionary and trend-driven alterations, but should nonetheless retain most of the aforementioned elements of integrity in order to be eligible. The presence of non-historic siding, replacement windows, or unobtrusive additions will not alone render a building "non-contributing" within the context of a district. However, major modifications, such as the removal of defining features such as porches and cornices, the alteration of rooflines, or the introduction of large-scale, prominent additions may result in buildings' being designated "non-contributing" within the context of this property type as a whole.

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**G. GEOGRAPHICAL DATA**

The geographical area for this Multiple Property Documentation Form submission consists of the corporate limits of the City of Erlanger, Kenton County, Kentucky. The initial nomination incorporates the original historic subdivision of the community; additional nominations may include additional individual properties or historic districts throughout the City.

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**H. SUMMARY OF IDENTIFICATION AND EVALUATION METHODS**

This Multiple Property Documentation Form drew upon the research of David L. Taylor, a 36 CFR 61-certified consultant and principal of the firm of Taylor & Taylor Associates, Inc., who in 1998 undertook a reconnaissance-level survey of the City of Erlanger, funded by a survey grant from the Kentucky Heritage Council. He recorded approximately one hundred previously un-surveyed properties and re-surveyed the Cincinnati Southern Railroad Depot. Since it is the only survey to have been undertaken in Erlanger, it is explained in the following paragraphs.

The Taylor & Taylor Associates survey project was conducted over a one-year period beginning in the late summer of 1998 and consisted of a reconnaissance-level, methodologically sound survey of historic resources in Erlanger. The survey documented properties which were at least fifty years of age and which retained sufficient integrity to be recognizable as products of their time. The threshold of "sufficient integrity" was satisfied if a property retained its plan and footprint despite alterations or additions and if its approximate age was still discernible. The survey concentrated on buildings predating 1945. All of the properties were recorded as individual entities using the Kentucky Heritage Council's KHC 91-1 individual survey form.

Each of the surveyed properties received one of four designations according to their apparent potential for listing in the National Register. The vast majority of the properties received an evaluation of "N," indicating that they were potentially eligible for the National Register as members of a group, i. e., a historic district.

The documentation of Erlanger for this MPDF began with the area's initial settlement

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and ended with the post-World War II era, corresponding to the fifty-year guideline for National Register designation. In the course of the preparation of the MPDF, other documents were examined as well, including the aforementioned survey data and other leading resources, including D. J. Lake's 1883 **Atlas of Boone, Kenton, and Campbell Counties**, some deed records, census data, newspaper articles, local historical society papers, and church histories. Consultation with the Library of Congress revealed that *Sanborn Fire Insurance Maps* had never been prepared for Erlanger.

Unfortunately, a comprehensive written history was never prepared for any of the northern Kentucky counties. However, a 1997 history of the City, prepared by local historian/librarian Wayne Onkst proved to be invaluable in the preparation of the MPDF. Specific sources cited or consulted in the course of the preparation of the MPDF appear in the Bibliography in Section I.

One National Register nomination--that of the Erlanger Proper Subdivision Historic District--was prepared in conjunction with this Multiple Property Documentation Form. This district, an example of Property Type V, was chosen for nomination because it represents the earliest evidence of Erlanger's "planned community" character and retains irrefutable architectural and historical importance to the City. The district contains 173 contributing resources and 53 non-contributing resources, including examples of Property Type I, II, III, and IV.

Other properties which might be expected to be nominated to the National Register include early additions to the Erlanger Proper Subdivision, which date from the early 1890s and after; individual resources from these areas were surveyed in the 1998 reconnaissance-level survey. These are examples of Property Type V and could be nominated as individual districts or as a boundary increase to the initial district.

Examples of commercial architecture (Property Type II) which may be nominated include the Taliaferro Funeral Home at 3614 Dixie Highway (KE-E-70).

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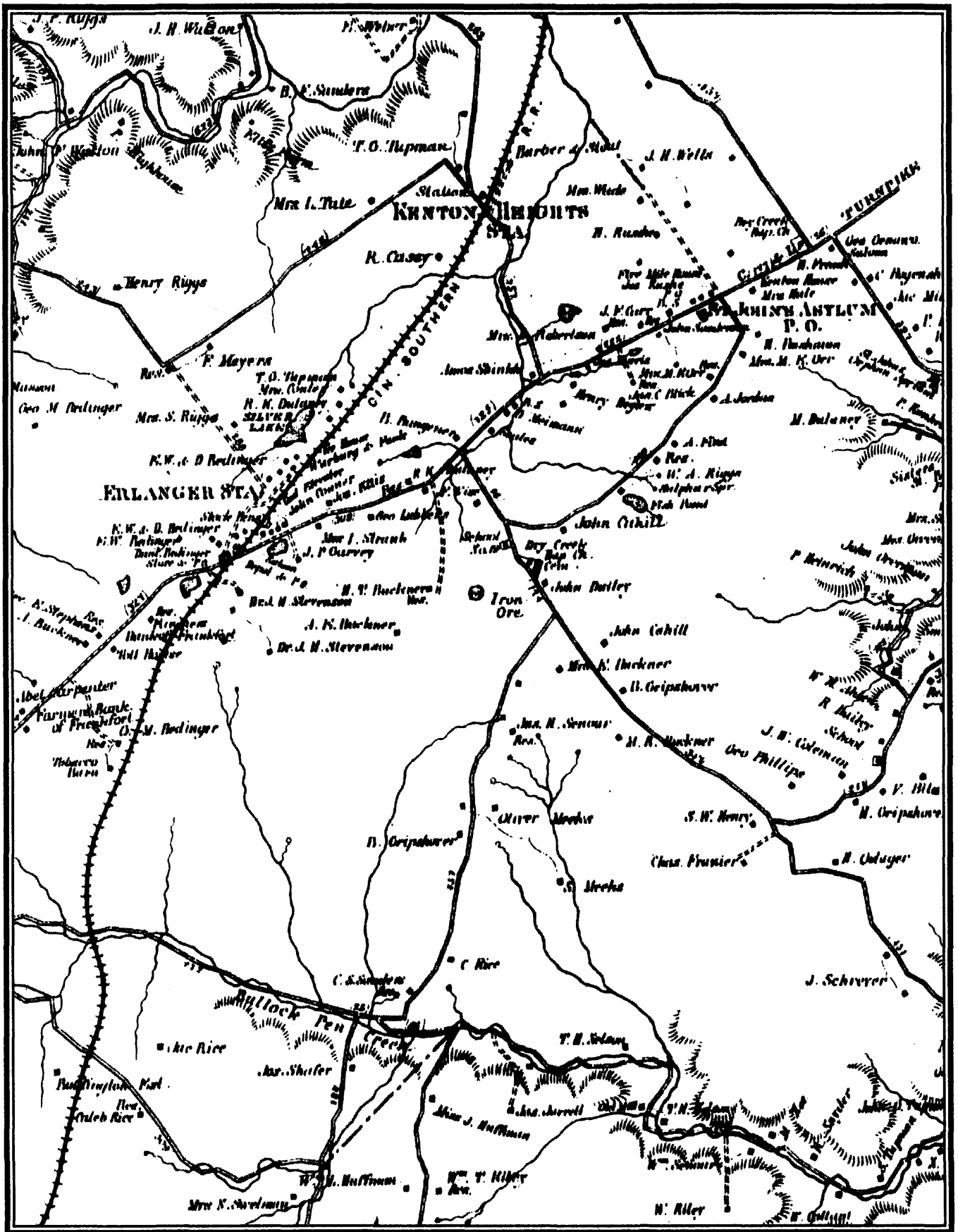
Domestic architecture (Property Type I) which may be nominated include the following:

- 101 Graves Avenue (KE-E-20)
- 117 Graves Avenue (KE-E-21)
- 314 Graves Avenue (KE-E-23)
- 317 Graves Avenue (KE-E-23)
- Dr. Caleb Stone Manly House, 3227 Dixie Highway (KE-E-66)
- Timberlake-Stevenson House, 108 Stevenson Road (KE-E-71)
- 3315 Alice Street (KE-E-72)
- 3319 Alice Street (KE-E-73)

Transportation-related properties which may be nominated include the Cincinnati Southern Railroad Bridge spanning the Dixie Highway; the Cincinnati Southern Depot (KE-E-28) is included in the historic district nomination which is being submitted with this MPDF.







This excerpt from the 1883 D. J. Lake Atlas of Boone, Kenton, & Campbell Counties, Kentucky shows the Erlanger area under the name "Erlanger Station," referring to the settlement's location on the Cincinnati Southern Railroad. Names of prominent settlers shown on the map include J. H. Stephenson, Henry Riggs, and H. T. Buckner. At the time of publication of the Atlas, the platting of the Erlanger Proper Subdivision was still four years away.

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