

Take a Ride on the Green Line


Fort Mitchell, Kentucky

1887 - 1951

A

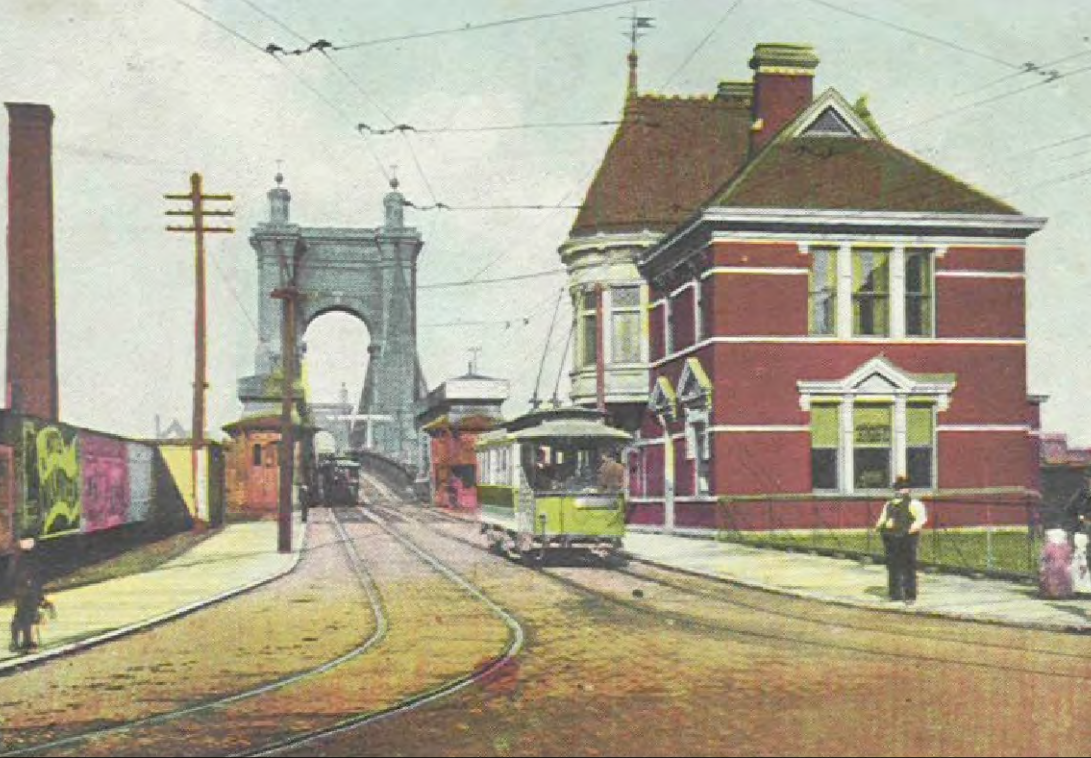
The northern terminus of the streetcars and buses from Kentucky was the Dixie Terminal Complex, two separate buildings that were attached in downtown Cincinnati. The streetcars and buses turned around and dropped off and boarded passengers on the second floor of the terminal building and they accessed that building by two ramps that lead directly to the John A. Roebling Suspension Bridge approach.

Present Day




B

From the terminal the Fort Mitchell streetcar traveled down the exit ramp and across the Suspension Bridge straight up Court Street. You must remember that the present "yoke" that routes Cincinnati traffic onto Scott Street and Greenup Street traffic onto the bridge did not exist when the streetcars were running.




C

From and to Third and Court Streets in Covington the inbound and outbound Fort Mitchell cars actually traveled a separate route through Covington until they joined up again at Pike and Hermes Streets.




D

The shelter that is located directly opposite Park Drive at this point brings back many fond memories of Tuesday nights and warm summers when my mother and I would board the streetcar in Fort Mitchell and take it to Park Drive where we would then walk to the band shell in Devou Park for the weekly Tuesday night concerts on the lawn.

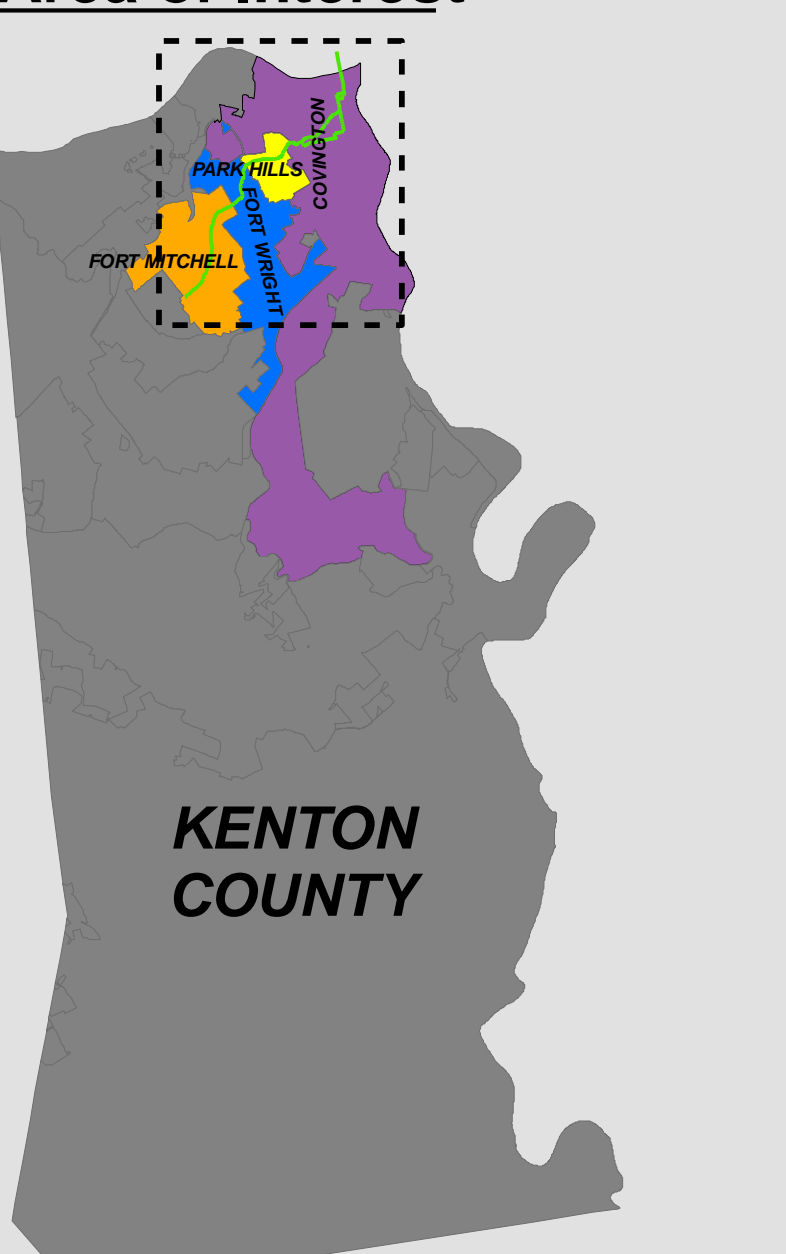


E

It was at Sleepy Hollow Road where the streetcar crossed the first of two trestles that carried it over a roadway that was lower than the route of the streetcar. When the leaves are off the trees you can look up at the hill on the Park Hills side and see the rocks that provided the support where the trestle abutted the hillside.




Area of Interest



0 2 4 Miles


F

After it crossed the trestle, the streetcar veered to the east a little and proceeded up what is now Park Road in Fort Wright. Park Road in Fort Wright did not exist at that time and was constructed on the old streetcar right-of-way.




G

The streetcar proceeded up what is now the traveled portion of Park Road until it got to Barrington Road where it proceeded through what Fort Wright calls "Volunteer Park". In fact, at this point, as it is in Park Hills, Trolley Park, the utility poles still exist to mark the center line of the two sets of tracks. At this point the streetcar entered Fort Mitchell.




H

As the streetcar left the Trolley Park area of Lookout Heights (Fort Wright), it proceeded into Fort Mitchell following a right-of-way that is now the back property lines of the homes on the east side of Fortside Circle and proceeded pretty much on a straight line across the Kuempelman Farm to St. John's Road.




I

It was at St. John's road where the streetcar crossed the second of two trestles. While the elevated berm has eroded and been removed over the years, you can still see the concrete wall that was constructed on the south side of St. John's Road to hold back the earth and support the south end of the trestle.




J

The streetcar proceeded south across the short right-of-way that is evident on the map until it reached the paved portion of Iris Road. The streetcar right-of-way from that point to West Orchard has been deeded over to the adjoining property owners, but the tracks continued from the end of the right-of-way shown on the map along the east side of Iris Road and across West Orchard Road.




K

The streetcar right-of-way veered to the left slightly along the east side of the Triangular park area located along Iris Road and between West Orchard Road and Fort Mitchell Avenue (the current "Iris Road Park"). It continued along Fort Mitchell Avenue, to the back of West Maple where the old Holiday Inn Hotel now stands.




L

The right-of-way for the streetcar lines was adjacent to the west side of the right-of-way of Dixie Highway. The right-of-way and route for the remainder of the line from the shopping center to the turn-around immediately to the north of the Greyhound Tavern is very evident as the utility poles that separated the northbound tracks from the southbound tracks still exist.



M

The turn-around was located on what is now the property of the strip shopping center next to the Greyhound Tavern. I remember sitting in the beer garden at the Greyhound with my parents on warm summer nights. At that time the Greyhound was only about half its size, and there was a beer garden with a fence around it located on what is now the property occupied by the rear of the restaurant.



Green Line Rider Testimonial-

"The shelter that is located directly opposite Park Drive brings back many fond memories of Tuesday nights and warm summers, when my Mother and I would board the streetcar in Fort Mitchell and take it to Park Drive, where we would then walk to the band shell in Devou Park for the weekly Tuesday night concerts on the lawn. They would present about 10 different entertaining acts every Tuesday night and it would wrap up with a 'sing along' that was led by a lady by the name of Ruth Best. They would project the words of the songs on a large screen that was located on the stage and a bouncing ball on the screen would lead you through the songs. We used to always stop at the concession stand that still exists opposite the end of Montague Street to pick up our snacks for the concert. I do remember that it seemed as if they had the best ice balls in the world at Devou Park!"

-Bill Goetz, 2008

Works Cited:

Pictures by Jayson, CincinnatiSkylineDay3v.jpg, 2008.
Cincinnati, OH. Cincy Images 2008 [http://www.cincyimages.com].
Lehmann, Terry W., and Earl W. Clark Jr. The Green Line: the Cincinnati, Newport and Covington Railway. CEMA, 2000.
Goetz, Bill. Personal Interview. 20 December 2007.