

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

## 1. Name of Property

Historic name: Lambs Ferry Road

Other names/site number: KE 1544

Name of related multiple property listing: \_\_\_\_\_

## 2. Location

Street & number: 4633 Lambs Ferry Road

City or town: Ryland Heights State: KY County: Kenton

Not For Publication:  NA  Vicinity:  X

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X 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 X meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following

level(s) of significance: \_\_\_national \_\_\_statewide Xlocal  
Applicable National Register Criteria: XA \_\_\_B \_\_\_C \_\_\_D

<p>_____ Signature of certifying official/Title: <b>Craig Potts/SHPO</b> Date _____ <b>Kentucky Heritage Council/State Historic Preservation Office</b> _____ State or Federal agency/bureau or Tribal Government</p>	
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<p>In my opinion, the property ___ meets ___ does not meet the National Register criteria.</p> <p>_____ Signature of commenting official: Date _____ _____ State or Federal agency/bureau or Tribal Government</p>	
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#### 4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) \_\_\_\_\_

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Signature of the Keeper

Date of Action

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#### 5. Classification

##### Ownership of Property

- Private:
- Public – Local
- Public – State
- Public – Federal

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**Category of Property**

- Building(s)
- District
- Site
- Structure
- Object

**Number of Resources within Property**

Contributing	Noncontributing	
<u>2</u>	<u>          </u>	buildings
<u>          </u>	<u>          </u>	sites
<u>1</u>	<u>          </u>	structures
<u>          </u>	<u>          </u>	objects
<u>3</u>	<u>          </u>	Total

Number of contributing resources previously listed in the National Register None

**6. Function or Use Historic Functions**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**7. Description**

**Architectural Classification**

Greek Revival  
\_\_\_\_\_

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**Materials:**

Principal exterior materials of the property:

Foundation: Coursed Rubble Stone

Siding: Vinyl siding over original brick

Windows: Vinyl and glass

Roof: Architectural Asphalt

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## Narrative Description

### Summary Paragraph

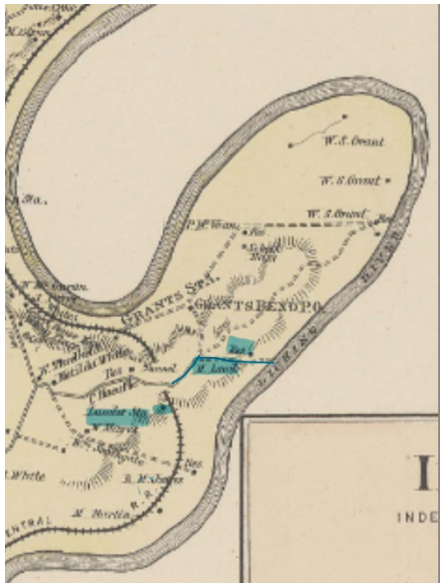
Lambs Ferry Farm (KE 1544) is located at 4633 Lambs Ferry Road in Ryland Heights, in Kenton County, Kentucky. The owned parcel is 66.13 acres, which includes, the property being nominated for the historic register is approximately 4 acres, which includes the “Old Lambs Ferry Road”, the late-Greek Revival 1868 residence, a cattle-and-tobacco barn built in the 1870s, and an underground cistern, believed to date to the construction of the house. This property is located along the banks of the Licking River on the eastern side of the Grant’s Bend neighborhood of Ryland Heights. In the 19th-century, the Lamb family farmstead became a strategic ferry-to-rail transportation hub, moving goods, people and livestock from rural areas of northern Kentucky across the Licking River by ferry (Lambs Ferry) to the nearby rail station (Lambs Station) along Lambs Ferry Road in the Lamb neighborhood of Kenton County, southwest of the property, to the larger economic markets of Covington, Cincinnati and beyond. The area proposed for listing is 4.98 acres, and includes two contributing buildings and two contributing structures.



Lambs Ferry Road, Kenton County, Kentucky Latitude: 38.963192° Longitude: -84.441756°

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**1883 Atlas of Boone, Kenton & Campbell Counties  
M. Lamb Res., Lamb Station, Lamb Ferry Road**



**2026 Topographical Map  
(Lamb area of Ryland Heights)**

### Character of Site

The 1868 house, barn and ferry road are situated on a 71.8159 tract of rolling hills of bluegrass and mature hardwood trees, positioned on a prominent rise overlooking the Licking River valley. The property is located on the East and North side of Lambs Ferry Road and 0.1 miles East of Whites Road. The view of the Licking River from the east windows of the home and the northeast area of the property is largely obstructed by mature hardwood trees and vegetation, however, in the winter when the leaves have fallen, the Licking River bank may be clearly seen from the bluff upon which the house sits.



The front door of the home is oriented southwest toward the historic Lambs Ferry Road which crosses in front of the house. This orientation allowed the Lamb family to monitor traffic on the road leading south to the ferry crossing and west to Lambs Station on the Covington & Lexington Railroad. The ferry road passes in front of the home leading to the Licking River.

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Though the remnants of a gate at the top of the ferry road cannot be seen, flat stones were unearthed before the front door and a ring and chain were found on the property suggesting these stones may have been the foundation for a hitching post for travelers coming to the Lamb's front door seeking permission to cross on the ferry and to pay the toll.



**Ferry Road Entrance (East)    Stones near the Front Door    Ferry Road Entrance (West)**

An analysis of the soil on the property confirms why this property was ideal for tobacco growing, livestock raising, diversified crop farming, as well as, a ferry crossing. The image below, which is an approximate tracing of the parcel on the USDA Web Soil Survey, gives insight into the various potential uses of different parts of the property. The majority of the property is composed of Eden silty clay loam (EdE2) soil in 20-35% slopes. According to the USDA Natural Resources Conservation Service Eden soil is “well-drained soil formed from calcareous shale, siltstone, and limestone” which is suitable for tobacco cultivation on ridgetops and managed slopes, as well as, for pastures, hay, corn and small grain.<sup>1</sup> Native to this soil are various hardwoods such as oak, ash, elm, hickory, hackberry, and black walnut, black and honey locust and red cedar. These hardwoods provide an ample lumber supply for building a flat bottom ferry boat and ferry landing, gates on the ferry road, as well as for building a prominent house with fine woodwork.

The Greek Revival home was built in 1868 on a flat, stable, elevated bluff above the river which overlooks the river. The tobacco barn was built southwest of the house across from the historic Lambs Ferry Road. Both the home and barn are located above the Licking River floodplain on soil that is composed of Licking Silt Loam (LkB) which is classified by the USDA Natural Resource Conservation Service “prime farmland,” suitable for cultivating a variety of crops.<sup>2</sup> Surrounding the area of LkB soil to the north, east and south is Alluvial land (AID) at 25 to 30% slopes. This soil feature describes the many steep terrace escarpments that surround the house and barn. To the east of the house, along the banks of the Licking River the soil is

<sup>1</sup> [https://soilseries.sc.egov.usda.gov/OSD\\_Docs/E/Eden.html](https://soilseries.sc.egov.usda.gov/OSD_Docs/E/Eden.html)

<sup>2</sup> [https://soilseries.sc.egov.usda.gov/OSD\\_Docs/L/Licking.html](https://soilseries.sc.egov.usda.gov/OSD_Docs/L/Licking.html)

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composed of Nolin silt loam and has a slope of 0-2% with occasional flooding, making it a level floodplain on the riverbank ideal for a ferry landing and for wagon transit. This soil can also be suitable for growing corn, tobacco, and hay.

In the second photo of the soil survey is a blue marking of the “Old Lambs Ferry Road” location that leads from the front (south) side of the house along. The Ferry Road is a unique area on the property that is a gradually sloping road, approximately 8-foot wide, with a stone wall at the top of a slope crossing the steep Alluvial land from the Licking Silt Loam land on the terrace to the level Nolin soil of the riverbank.



**Soil Survey**



**Ferry Road (blue line) crossing alluvial land to Licking River**



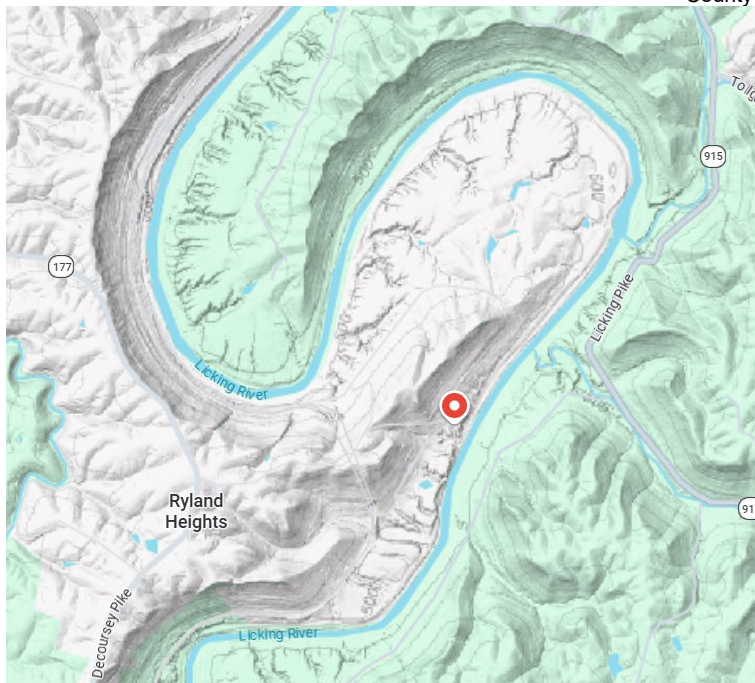
**8ft Wide Ferry Road leading to Nolin Silt Loam soil of the Licking River**

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### **Topography of Licking River Valley marking 1868 Home location**

The property where the Ferry was located at the neck of Grant's Bend is in a valley at a 350-500 foot elevation above the Licking River. Ryland Heights sits at an elevation of 800 feet above the river. The Licking River, curving around Grant's Bend, is known for its 350ft bluffs and presented a challenge for the building of the Kentucky Central Railroad along the Licking River.<sup>3</sup>

The placement of the Lamb Ferry at coordinates 38.963144, -84.441815 was dictated by the topography of the Licking River Valley. While the surrounding Ryland Heights region is characterized by rolling hills, the Licking River at Grant's Bend is surrounded by limestone and Kope shale bluffs rising approximately 350 to 500 feet above the water level. Historically, these bluffs acted as a formidable barrier to east-west land transit. The ferry landing at 4633 Lambs Ferry Road made use of the topographical anomaly in the landscape where the ridge gradually descended to the banks of the Licking River to allow a wagon to travel east to west to and from the water's edge.

Historically, this rural property was a multi-use estate that integrated domestic, agricultural and transportation functions, making it a vital and thriving socio-economic center in the Licking River Valley on Grant's Bend in Kenton County before, during, and after the Civil War. The dwelling functioned as the primary residence for the Lamb family of 10 and the administrative seat of Michael T. Lamb's agricultural and transportation operations. During the Period of Significance, 1855-1892, the property functioned simultaneously under Agriculture/Subsistence and Transportation. As an agricultural operation, the acreage within the parcel of land owned by

<sup>3</sup> <https://kentoncountyhistoricalsociety.org/data/documents/MAYJUNE-17.pdf>, page 2

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Michael T. Lamb, known as “Lot 1” of Milton Lamb’s estate, the 1860, 1870 and 1880

Agricultural Schedules show the property was utilized for diversified crop production, including tobacco, and livestock management. The property’s Transportation function was serving as the site of a ferry crossing across the Licking River between Kenton County and Campbell County, as well as, a road, “Lambs Ferry Road,” which was named as after the historic ferry established in 1855, leading travelers up from the River to Lambs Station on the Lexington & Covington Railroad or further up the road to the County Seat of Independence. The 1883 Atlas solidified Lambs Ferry Road, Lamb Station, and Michael T. Lamb’s Residence as a significant part of the transportation infrastructure of Kenton County in the 19<sup>th</sup> Century. The property’s proximity to the river and railway station at Grant’s Bend allowed for it to become a vital part of the ferry-to-rail transportation network which was essential, prior to bridges being built, for the movement of goods, livestock and people from rural areas of Kentucky across the Licking River to larger economic markets in Northern Kentucky and Cincinnati, Ohio. This property was significant in that at its height it served three distinct functions: family living, farming, and transit.



**1868 Greek Revival House & Barn**



**Entrance to Ferry Road**

**Current Functions**

Currently, the 1868 Greek Revival home and surrounding property are functioning as domestic, single dwelling for a large family. The surrounding acreage is being utilized as a burgeoning small-scale homestead with chickens and vegetable garden. The remnants of the ferry road to the river is being utilized for recreational access to the lower lands along the banks of the Licking River where the ferry once operated.

**Main House (1868), Contributing building**

This home is a mid-19<sup>th</sup> Century Greek Revival home with an estimated build date of 1868. The gracious historic home is a late-period example of the style. The Greek Revival style became the first “national style” of home reaching its peak popularity in domestic architecture between 1825 and 1860. After the American Revolution, Americans tried to distinguish themselves from the British, and sought inspiration from the original democracy of Greece, creating ancient Greek-inspired architecture to showcase their new nation’s democracy and independence. Though this style of architecture had peaked, nationally, by the time that the Lambs built their house, Greek Revival continued to be a preference in rural Kentucky farmsteads during the post-Civil War reconstruction era. This architectural style represented stability and tradition in a new nation that had not had enough time yet to develop its own traditions, and, also, was rebuilding

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after a devastating Civil War. As the first national style, regional builders in rural Northern Kentucky continued using this classical American style after urban centers began building in Italianate, Gothic, and other Victorian-era styles.



The original 1868 core is a two-story, five-bay, side-gabled house of heavy timber frame construction. The home served as the administrative seat of the 19<sup>th</sup> Century multi-modal "highway" monitoring a private road leading directly to and from a ferry landing on the Licking River.

The house faces southwest, with an L-plan and a gable roof that runs northwest-southeast. The ell also has a gable roof that intersects the main gable roof perpendicularly. The house has two interior end chimneys, one at the southeast end of the main house block and another at the end of the ell. A raised coursed rubble stone foundation surrounds the base of the original 1868 historic home, which was likely quarried from the Limestone and Kope shale bluffs on the property. The cellar as stone foundation walls and floor and approximately 7-foot tall wood-rafter ceiling. The metal cellar door is located at the base of the West façade of the home has two sets of stone stairs rising from the cellar—one set leading out to the west side of the home and another set leading out to the north side of the home where there was a porch. That second set of stairs is now closed off because the modern day kitchen sits above it.

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**Raised coursed rubble stone foundation**



**West Façade with Cellar Door**



**Stone cellar below home**



**Thick stone steps (North)**



**Thick stone steps (West)**

The attic shows the wooden rafters that make up the support for the side-gabled roof. An interesting feature that was discovered was that the interior beams supporting the wooden rafters are made of Black locust tree trunks. Black locust trees are the hardest trees in North America.<sup>4</sup> The black locust tree trunks were, historically, used as interior beams for houses or outbuildings, or as durable fence posts due to their rot-resistant wood and hardest that can withstand heavy weight without bending. The Black Locust tree is native to the Eden silty clay loam (EdE2) soil which makes up approximately 50% of the property and is found on the hills leading up from the Licking River Valley. This is evidence that Michael Lamb used the hardwoods from his land to build his home.

<sup>4</sup> <https://smokymountainnews.com/archives/item/9672-the-hardest-tree-in-north-america>

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Underside of side-gabled roof



Locust Tree support beams



Locust tree beam (close up)

The core historic home has a variety of multi-pane replacement windows. Vinyl siding currently covers earlier brick exterior materials, and the roof features contemporary architectural shingles.



Southwest (front) façade



Northeast and Southeast faces

**Southwest (Front) Façade:** Exhibits bilateral symmetry with a central entry bay flanked by two 9-over-9 double hung windows on either side. Above the triangular-shaped awning above the double entry door and two floor-to-ceiling 9-over-9 double-hung windows are three 76" 6-over-6 double-hung window set in flat simple frames. All the windows have blue shutters.

**Southwest Façade:** The roof on this side shows a wide boxed cornice; gable ends feature partial cornice returns. The gable faces Lambs Ferry Road. Below the roof are six, 76" windows, three on the first level and three on the second, providing symmetry and balance to the exterior. Below the windows is metal cellar door that opens up to thick stone stairs leading to a cellar with stone walls and a stone foundation. To this ell of the historic house a one-story addition was placed on the north, with a sloped roof. That was the roof that covered an old porch, which was accessed from the central hallway and dining room. That porch sat on the original stone foundation. The

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porch was enclosed and became an interior kitchen, as the house was originally built with an outdoor kitchen. A modern screened-in porch, extending northward from this historic enclosed porch, has been added on a newer concrete foundation.



**Southwest Façade**



**Southeast and Northeast sides of House**

**Southeast and Northeast (Rear) Façades:** These two sides make up the back side of the house and form the joint of the ell. The interior brick chimneys are more visible on these sides. The historic window openings have multi-pane replacement windows on the second floor—a pair of 8-over-8 windows on the southeast side's second floor and a single 6-over-6 window on the northeast side's second floor. The ground level of the southeast side has a large screened-in porch where entry is made through a man-door flanked by large screens. North of that porch is the kitchen bay, which on the southeast side is lit by a bay window with operable one-over-one windows. A half-bathroom interior addition is indicated on the exterior by a window of glass blocks to the left of the porch. There are brick steps leading to the porch on the inside of which is a modern door leading to the kitchen on the right and directly in front is the tripartite wooden window with the center picture window and 4-over-4 double-hung side windows flanking it. On the short leg of the L, an interior brick chimney rises out of the roof above the side gable featuring the pediment. Also, on the first floor of the northeast side is a historic window opening directly below the second-floor window opening.

### **Interior Description**

The core home retains the original central-passage plan featuring the original bold, heavy casings and wide trim around the windows and doorways (defining vernacular Greek Revival characteristics) and original 11" baseboards and 10' ceilings.

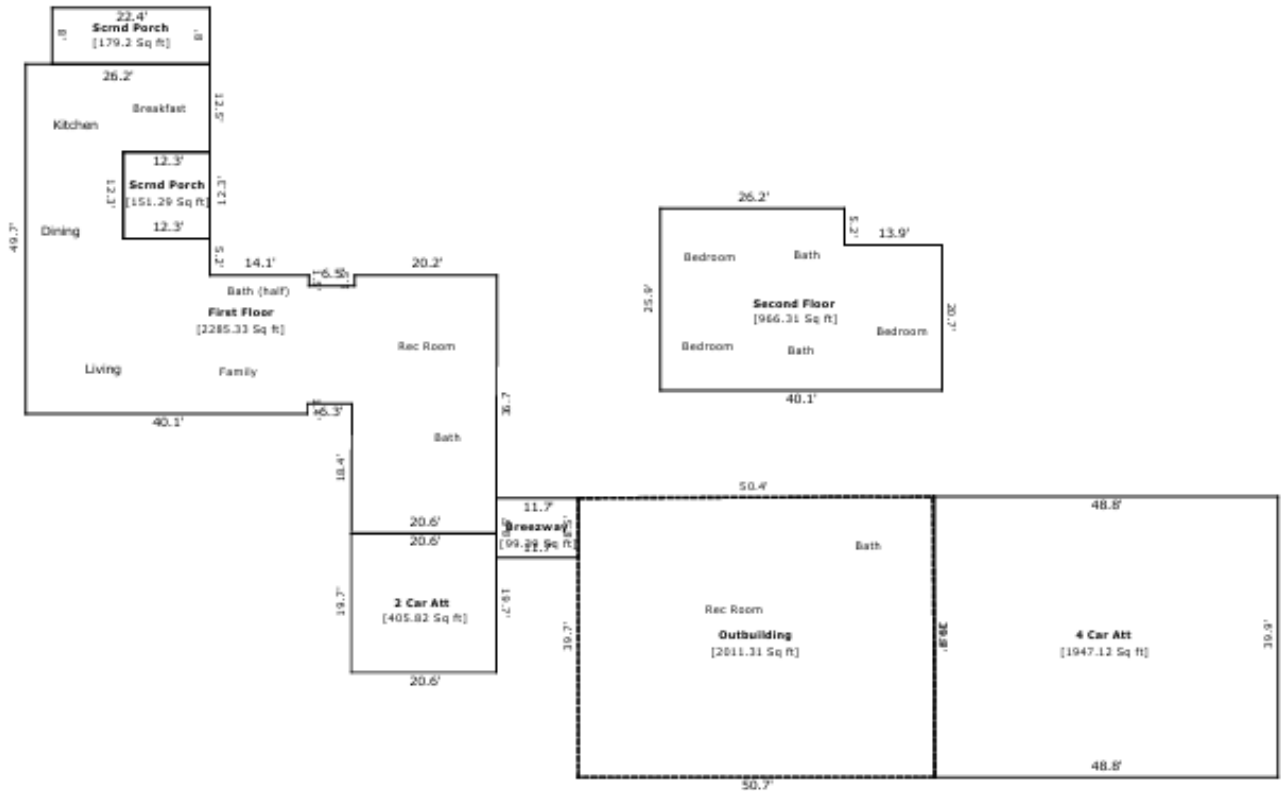
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### Floor plan



### First Floor

Upon entry through the steel double French doors with single-lite glass pane, the first floor contains formal rooms flanking a central passage hallway. The hallway houses an ornate dog-leg staircase with a carved Newel post, slender balusters, original pine steps restored in July 2025, curved wood handrail and staircase with curved designs carved on the outside of the stairs. There is an additional smaller carved Newell post at the top of the landing.



Entry Stairway



Newell Post



Interior view of double doors

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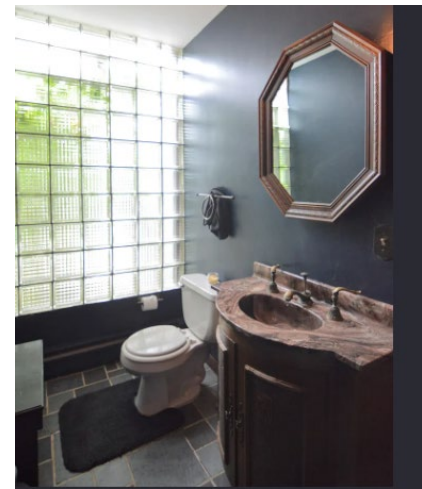
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The entryway was also built with bold, thick rounded moldings surrounding the double entry doorway, as well as the doorway on the opposite side of central passage which used to function as an outside door for ventilation in the house during the warm summer months, has been modified to lead to a half bathroom at the opposite end of the hallway. Underneath the stairs is a coat closet with original door and hinges. The door is surrounded by the original 8in. thick, rounded, wooden casing. This closet door is located immediately to the right of the rear doorway of the central passage.

The trim along the floor in the central passage is original 11" wood trim. Baseboard radiator heating has been fastened to parts of the trim in the hallway. However, the original baseboards are visible behind the heating elements. Both doorways, leading from the central passage to rooms on the right and left, are surrounded by original 8" thick, rounded, wooden casings. At the top of the doorway are original clear glass transoms.



**Central Passage  
(South-North) & (North-South)**



**Half Bathroom behind the  
rear central passage door**



**Original door trim and  
door of closet under the stairs**



**Example of First floor 11-in wood molding**

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**Original Trim and Transom (east)    Original Trim and Transom (west)**

To the right (east) of the entryway is an informal room (den/family room) that belonged to the original 1868 home, with a 10' ceiling and a large floor-to-ceiling window facing the front of the house where the ferry road is clearly seen. On the opposite side of the room is a 76" 6-over-6 double-hung window with the original 8", bold, rounded, wooden casing. On the west side of the room is a brick fireplace. The room has been modified with parquet floors and wood paneling. There is also a doorway with modern trim leading to a modern step-free owner suite addition to the left of the brick fireplace.



**Den and fireplace (view from central passage)    Den (opposite view toward central passage)**

To the left (west) of the entryway, is a parlor/formal living room with a brick fireplace on the west wall of the home and can be seen through the doorway. The fireplace brick was painted white. On the south-facing wall, balancing out the window in the room on the opposite side of the door and providing symmetry, there is another floor-to-ceiling window with original 8" bold, rounded, wooden casing. On the west wall of the living room to the left of the fireplace is a built-

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in closet with shelves surrounded by original 4" bold, rounded, wooden casings and louvred bifold doors. To the right of the fireplace is a 76", 6-over-6 double-hung window with the original 8", bold, rounded, wooden casing. The floors are original oak floors.



Heading to the rear (north) end of the house, there is a dining room. There are rectangular cut outs in the original oak floors that run the length of the two rooms in the center, suggesting that there used to be a partial wall and wide doorway separating the living room from the dining room. The fireplace that used to be on the wall at the north end of the dining room as been covered over. To the left of the fireplace, there is a closet with built-in shelves behind louvred bifold doors. There are two 76", 6-over-6 double-hung windows with the original 8" bold, rounded, wooden casing on the west wall of the dining room. On the east wall of the dining room, facing a porch, are a wooden fixed picture window, flanked by two narrow wooden 4-over-4 double-hung windows surrounded by the original 8", bold, rounded, wooden casing. To the left of the Tripartite bay window is a doorway with the original 8", bold, rounded, wooden casing, that led to a porch on the northernmost side of the home, which has now been modernized to include an indoor kitchen.



Evidence suggests the house was originally built with an outdoor kitchen, as indicated by a stone foundation located outside back porch, which has been added on a concrete foundation to the

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north kitchen door. A 1980s kitchen was built on the original foundation of the original home's back (north) porch.



**Kitchen under sloped roof/back porch**



**Stone foundation: Evidence of Outdoor Kitchen**

The kitchen's ceiling has been dropped and a soffit placed above the cathedral arched wooden cabinets. The floor is red terracotta tile with thick black grout lines. The west wall of the kitchen has a 6-over-6 double hung window. The east wall has a single pane tripartite bay window with two double-hung windows and a central fixed picture window. The south wall has a single exterior door that leads to a side porch. The north wall of the kitchen has two 18-pane fixed sash wooden window and a single exterior door leading out to a screened-in porch with a sloped metal roof that was added on a concrete foundation with brick pavers.



**Kitchen/Sitting Room Facing West**



**Sitting Room East of Kitchen**



**Kitchen view (northwest)**



**Kitchen view (southeast)**

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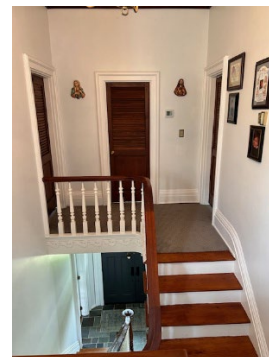
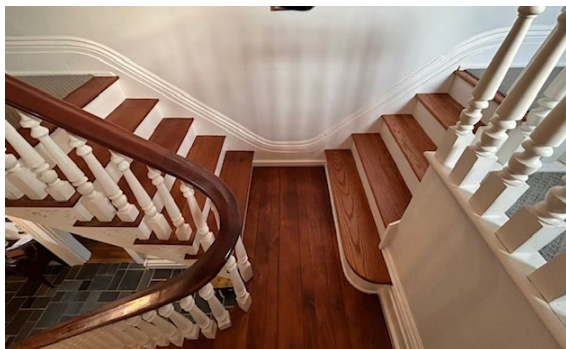
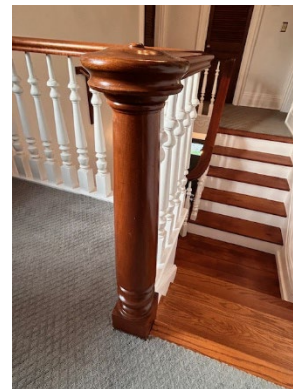
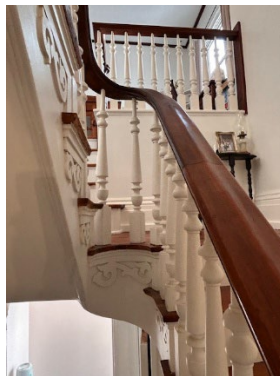
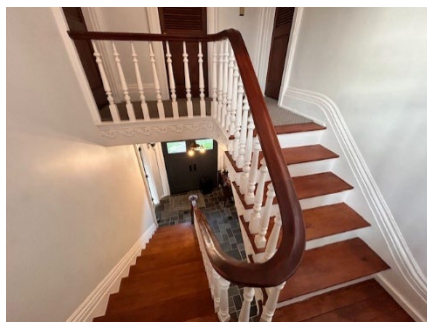
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**Second Floor:**

All the rooms on the second floor, also have grand 10-foot ceilings, large 6-over-6 windows, and bold wooden trim with abundant space. When the house was built in 1868, the Lamb Family had 5 children. By the 1880 census, the Lamb family had grown to a family with 8 children. So, the space was needed to accommodate the large Lamb family.

The stairs have original 11” baseboard trim leading up to the landing, where the staircase twists to the left and leads to two bedrooms and a small full bathroom between the rooms. To the right at the top of the landing, a short staircase leads to a large square landing with the original 11” baseboard trim.



A window facing east overlooking the Licking River is an 8-over-8 double-hung window encased in the original trim defined by rectangular edges, unlike the trim in the formal areas of the home.

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**North landing at the top of the stairs**



**Door Trim of doorway leading to Master bedroom  
on wall opposite window**

The upstairs trim is distinct from the rounded more formal first-floor trim. It is slightly narrower, at 6" wide as opposed to 8". On the landing to the west of the stairs is an entryway into the master bedroom. The doorway has the original 6" bold, rectangular, wooden casing on either side. The bedroom baseboards are the original 11" wooden baseboard style, same as on the first floor, although parts of the baseboards have been modified to accommodate radiator baseboard heating units. The original 6" bold, rectangular, wooden casings continue throughout the room surrounding the doorways of a 20<sup>th</sup> century master bathroom, a built-in linen closet with shelves and which currently houses the washer and dryer. The two 6-over-6 double hung windows on the west wall of the room are also trimmed with the original 6" bold, wooden trim. On the north wall of the bedroom is a functioning brick fireplace.



**Master bedroom facing West**



**Master Bedroom facing East**

The bathroom to the east of the bedroom is a dated, but modern bathroom that has been added over the kitchen addition, both of which sit on the original stone foundation of the 1868 core

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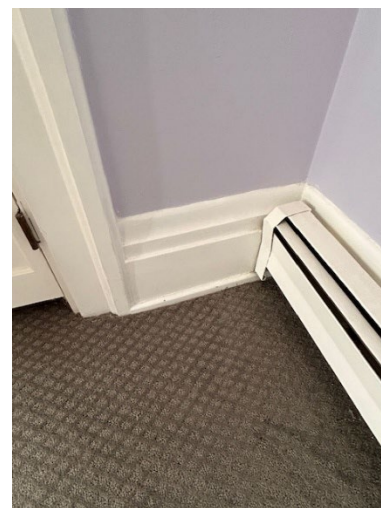
home. The bathroom has an 8-over-8 double hung window for symmetry with the 8-over-8 double hung window on the landing which are on the northeast side of the second story exterior of the home.



The doorways of the rooms at the top of the staircase landing where the wooden bannister and staircase twists to the left are trimmed with the original 6” bold, rectangular, wooden casing. The baseboards are the original 11” thick wooden baseboards.



**Close-up example to upstairs door trim**



**Close-up example of upstairs baseboard**

The doorway of the first bedroom at the top of the stairs to the right (southwest) has the original 6” bold, rectangular, wooden casing on either side. The bedroom baseboards are the original 11” thick wooden baseboard style as on the first floor, however, parts of the baseboards have been modified with radiator baseboard heating units. The original 6” bold, rectangular, wooden casings continue throughout the room around a built-in closet and two 76” windows, one facing south on the front of the house and one facing west on the side of the house. The fireplace on the west wall in the bedroom between the window and the closet has been closed off.

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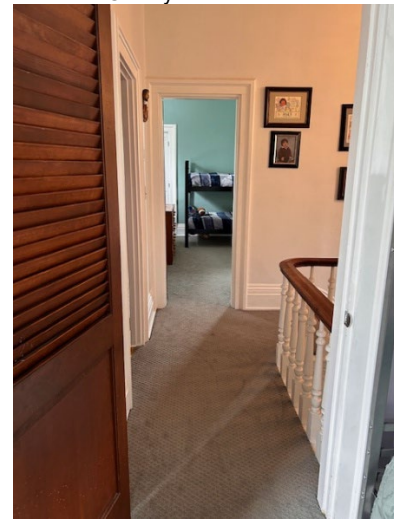


The second bedroom to the left (southeast) of the landing has a doorway with the original 6" bold, rectangular, wooden casing on either side. The bedroom baseboards are the original 11" thick wooden baseboard style as the first floor, however, parts of the baseboards have been modified with radiator baseboard heating units. The original 6" bold, rectangular, wooden casings continue throughout the room around two built-in closets on the east wall that were built on either side of a fireplace that has now been closed and around two 76" windows, one facing south, on the front of the house, and one facing north on the side of the house.



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In between the two bedrooms is now a dated 20<sup>th</sup> century full bathroom. However, the room, though it may not have functioned as a modern bathroom, was originally built with the house, as it is encased in the original trim on the interior and on the exterior there is a south-facing 6-over-6 double-hung window original to the façade of the house which faced the direction of the entrance of the ferry road.

Unfortunately, the pine floors in the bedrooms and on the landings deteriorated to the point where they could not be refinished, however, they remain structurally sound and have been covered with a carpet.

### **Cistern (ca. 1868), contributing structure**

Outside the porch and between the core home and the summer kitchen foundation is an historic cistern. While the surface of the cistern has been fitted with a 20<sup>th</sup> century concrete cap for safety, the cistern represents the water source for the core 1868 home. The proximity of the cistern to the home and 10 feet from the summer kitchen foundation illustrates the functional organization of the 19<sup>th</sup> century farmstead's domestic operations, such as cooking and laundering.



**Porch off of the kitchen (north)**

**Cistern off the porch and outdoor kitchen foundation**

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### **Lambs Ferry Road and the Ferry landing (1860s), Contributing Structure**

No record has been found, nor does physical evidence on the ground, indicate the exact location of the original ferry landing. However, the “Old Lambs Ferry Road” leading to the bank of the Licking River, where a flat-bottom ferry could have readily nosed up to the flat bank of the Nolin silt soil, remains apparent. The original toll-gate is no longer present, and Lambs Ferry Road is now a city road that has been rerouted to loop northwest to connect to White’s Road rather than a direct private path to the river. However, the character of the property retains solid evidence of a once thriving ferry franchise at the site.

In 1868, a Kenton County court order approving Michael T. Lambs’s renewed application for a ferry franchise specified a "common flat boat, propelled by oars... to be run by one hand." This detail about the ferry provides critical insight into the historical navigation of Grant’s Bend. Because the Lamb property is situated on the lower neck along the outer bend of the Licking River of Grant’s Bend, the current is naturally swiftest and the water deepest. This high-velocity allowed for only a single-operator of the vessel as the ferry operator could angle the ferry so the natural water dynamics of the bend could "push" the boat across the channel toward Campbell County. This setup turned a geographical obstacle—the deep, fast-moving water carved by the 350-foot bluffs—into a mechanical advantage that allowed for a sustainable, one-person commercial transit operation. The hydrodynamics of the fast-flowing river allowed for efficient transport of goods between counties without requiring a larger crew to steer the ferry.

The “Flat Boat” detail of the ferry is important because it explains why the landing did not require expensive stone piers or docks. A flat-bottomed boat could pull right up to the natural flat soil landing created by the river's erosion. Therefore, a ferry landing would not be highly evident; the land itself was the landing.

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### **The 19<sup>th</sup> Century 40' x 40' Cattle and Tobacco Barn (1872), Contributing Building**

The cattle and tobacco barn is located southwest of the home along Lambs Ferry Road on Licking Silt Loam soil. The red barn on the property today is a “newer” barn. The original barn on the property had collapsed about 2004.



**Aerial View of Two Barns (1999)**



**Aerial View of only Red Barn (2004)**

Though no record of the exact date the barn was built was found in the records, it can be estimated that it was built sometime after 1872 when Michael T. Lamb surrendered his ferry license and began transitioning his farm to cultivating tobacco. The barn must have been completed and well-used by 1879, because in that year the 1880 Agricultural Schedule showed that he had grown 2300lbs of tobacco. His new tobacco venture had proven successful and prosperous as his farm was valued at \$5,500 that year.<sup>5</sup> In addition to over 2 tons of tobacco, he needed to shelter 15 “milch” cows which produced 2080 lbs. of butter, 17 other cattle, and 14 calves which dropped that year. This record in the Agricultural Schedule shows why Michael T. Lamb needed a tremendous barn. The big red barn along Lambs Ferry Road functioned as a multi-use barn originally built with wood, but has been clad with a red metal siding for preservation and has a metal roof.

<sup>5</sup> “United States, Kentucky, Agricultural Schedules, 1850-1880”, Entry for Mike Lamb, 1880.

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The tobacco barn has been sided with red metal and two single pane fiberglass windows, on the north, west and east walls of the barn and two large sliding doors one on the east side and one on the west side of the barn. The exterior of the south wall has a 20-30ft stone well which is fed by an underground spring and run-off from the gutter of the barn.



**North Façade**



**South Façade with well**



**West Façade**



**East Façade**

The interior has the original wood, hanging on the upper level under the gabled roof are multiple beams and sturdy wood tier poles that run horizontally across the upper level of the barn. These tier poles that remain are spaced roughly 4 feet apart, horizontally, to support the ends of the tobacco sticks, which are about 4 feet long. The sticks hold about 5 or 6 plants when the plants were hung in the barn. The tier poles are spaced apart vertically to prevent the hanging plants from touching the plants hanging on the layer below. The tier poles needed to be spaced vertically and horizontally to allow for ventilation for air-curing the tobacco. The lower level of the barn is a central V-shaped feeding trough for hay. This combination barn held cows and other livestock on the first level while the tobacco was hung on the upper level for ventilation and air curing. During the fall the barn was filled with hanging tobacco plants.<sup>6</sup>

<sup>6</sup> <https://anthropology.as.uky.edu/pkasp/agricultural-outbuildings-tobacco-barns>

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**Lower Level Central V-Shaped Trough**



**Upper Level with Tier Poles**



**Barn Interior**

### **Changes to Property After the Period of Significance**

- Modern indoor plumbing and electricity have been added to the home.
- A first-floor owner's suite addition, with a step-free full bathroom was added to the east, and massed to be subordinate to the original 1868 core home.
- An indoor kitchen was built over the site of the original porch on the northeast side of the house.
- A two car garage was added to the east of the house
- A 10-car garage was added on a concrete foundation behind a 43 x 40 recreation/game room, full bathroom and storage area built on a concrete slab.
- Two bathrooms on the second floor and one half bathroom have been added to the original core 1868 home.

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## 8. Statement of Significance

### Applicable National Register Criteria

- 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

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

### Areas of Significance

Transportation  
\_\_\_\_\_

### Period of Significance

1854-1892  
\_\_\_\_\_

### Significant Dates

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1854, 1855, 1868, 1872, 1892

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**Significant Person**

NA

**Cultural Affiliation**

N/A

**Architect/Builder**

Unknown



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architectural, transportation, agrarian and archeological – that can be found on the Lambs Ferry property.

The nearby operating Licking River ferries servicing railroad stations along the Kentucky Central Railroad (KCRR) were Visalia Ferry (3 miles south), which serviced Visalia Station and Morning View Ferry (9 miles south), which serviced Mullin's Station. Lambs Ferry, which serviced Lambs Station, was the northernmost ferry connection, making it a distinct commercial location. Lambs Ferry was the last rural stop before the more developed areas of Latonia, Newport and Covington. Many travelers using the ferry would have been headed to the economic markets of Covington and Cincinnati, making this site essential for local commerce and generating substantial income for Michael Lamb, allowing him to build a prominent house home with fine woodwork at the entrance of the Ferry Road. Visalia Ferry site is now the location of the Al Schneider Bridge, which accommodates heavy vehicular traffic in the area, especially since the terrain did not require overcoming the 350-foot bluffs at Grant's Bend. The land of the Morning View Ferry has been preserved for its 224-acre natural landscape by Kenton County as Morning View Heritage Area.<sup>7</sup>

The Visalia and Morning View sites have transitioned into public sites, while the Lamb's Ferry site, due to its topography and preservation by the Lamb family for over a century, has survived intact, topographically and architecturally, as a link to the pre-bridge era of Licking River transit. It preserves as a physical record, the original domestic character of a 19th-century farmer ferryman's life and his home is the "living museum."

### **Brief History of Lambs Ferry Road**

By 1860, Lambs Ferry had become a significant landmark along the Kenton County roadways. In court records of March 1860, the road, which eventually became known as Lambs Ferry Road, was described as part of a network of county roads "County Road coming from Visalia to Independence and thence coming from Independence to Lambs Ferry." When neighbor, George White, was applying to the county to amend his road, Michael T. Lamb, as the owner of the Ferry and nearest neighbor, was appointed a viewer to ensure George White's road amendment did not inconvenience those travelling to his ferry.

Historically, the terminus of the county road was the Lambs Ferry crossing as shown in the 1883 Atlas, the atlas of on the Alexandria side shows "Lambs Ferry" on the opposite side of the Licking River from Campbell County. Notably, Michael T. Lamb had surrendered his ferry franchise, in 1872, 11 years prior. Yet, the Lamb Ferry and transportation legacy had continued to make a significant impact on transportation, leading to it being recorded in the Atlas. Currently, while the depressions of the ferry road remain leading east toward the river, the county road no longer ends at the Licking River, it now bends at the driveway of the house and curves upward to make a loop connect to Whites Road at the top of the valley. However, the Kenton County road, after 171 years, continues to bear the Lamb family name after the farmer and ferryman proprietor

<sup>7</sup> <https://www.kentoncounty.org/facilities/facility/details/Morning-View-Heritage-Area-5>

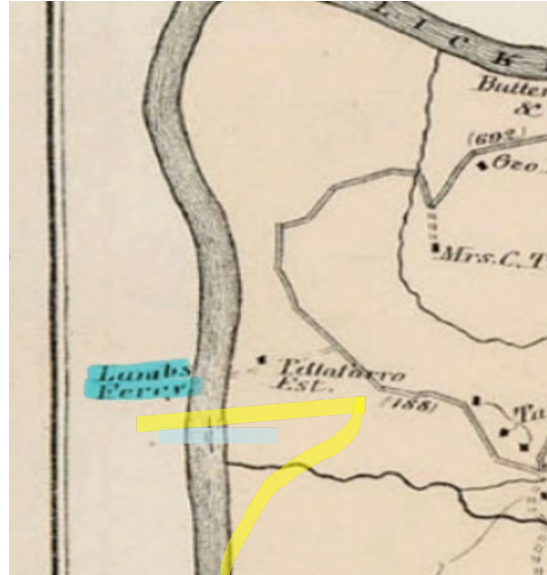
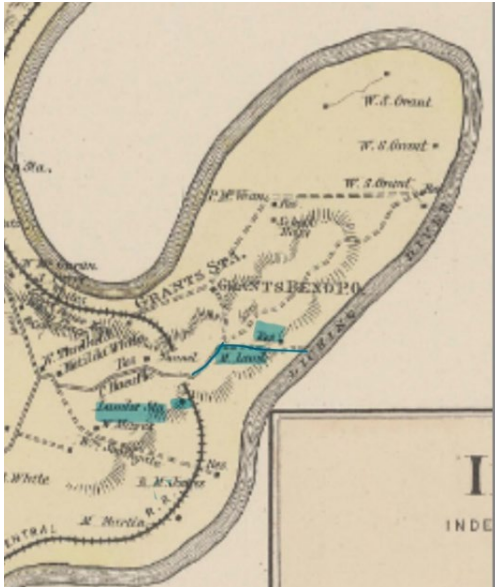
Lambs Ferry Road

Name of Property

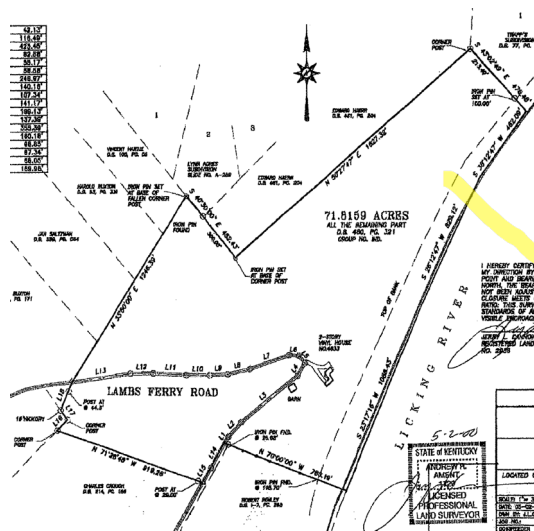
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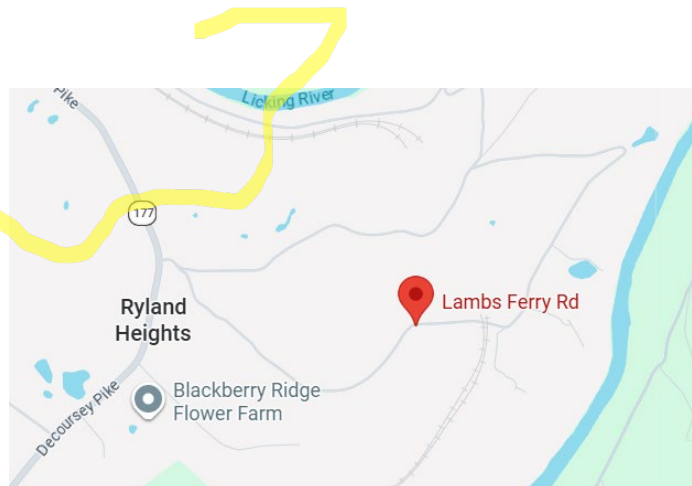
who made Lambs Ferry Road an essential component of Kenton County transportation and economic network before, during and after the Civil War.



**1883 Atlas: Lambs Station, M. Lamb Residence and Ferry Road terminating at the Licking River and “Lamb Ferry” becoming an unofficial local landmark**



**2025 Plat: Lambs Ferry Road Loop**



**2026 Map of Lambs Ferry Road from Decoursey Pike looping at 1868 House to Whites Rd.**

**Brief History of the Lamb Farm**

The land which became the Lamb Farm was originally part of a 267-acre estate amassed by Milton Lamb, originally from Maryland, by his death in 1854. Michael T. Lamb inherited

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“Lot 1” of his father’s Licking River estate in 1854 and recognized the opportunity created by the new railroad crossing the property.

In 1839, Milton Lamb, a farmer and commissioner in Campbell County, and his wife, Mary, purchased 192 acres on the Licking River.<sup>8</sup> By his death in 1854, Milton Lamb, had amassed an estate of 267 acres of farmland on Grant’s Bend.<sup>9</sup> In November 18, 1854, in the division of his estate, Milton Lamb had divided his property on the Licking River in the Grant’s Bend neighborhood into three lots for his three sons, Michael T. Lamb, Lewis H. Lamb and Edward A. Lamb. Michael T. Lamb inherited Lot 1 at the division of Milton Lamb’s estate.<sup>10</sup>

Michael Lamb established a ferry franchise in 1855 and maintained the road and toll gates between the river and Independence. The 1883 Lake & Harper Atlas documents "Lamb’s Station", the “M. Lamb residence “and “Lamb’s Ferry” as central fixtures of the regional infrastructure.

Grant’s Bend, geographically, is a “thumblike” projection of land in Kenton County around which the Licking River meanders. As a community, it was fairly isolated from the rest of Kenton County, but a strategic geographical location with its proximity, by road to the county seat of Independence, and the local markets, as well as, the major cities of Covington and Cincinnati. Directly across the river from Grant’s Bend was the county seat of Campbell County, Alexandria. In 1853, the quiet, isolated farming community of Grant’s Bend became the home of “the oldest major piece of transit infrastructure still in use in the Cincinnati area, twelve years older than the Suspension Bridge.”<sup>11</sup> A stone in the Covington and Lexington Railroad is mentioned in the survey of Milton Lamb’s property in the division of his estate dated November 2, 1854,<sup>12</sup> providing evidence that Milton Lamb’s property extended to the new railroad at the Grant’s Bend tunnels. To this day, the area at the south entrance of the Grant’s Bend tunnels to the Lamb Ferry residence along Lambs Ferry Road can be seen on the map of The Weather Channel that the area is known as “Lamb” for the family who settled and became prominent landowners in the community.

With the newly finished railroad crossing his family’s property and his recently-inherited riverfront property, Michael T. Lamb, as a farmer himself with an entrepreneurial spirit, recognized a need and a business opportunity in the ferry franchise. The ferry would support the movement of people, livestock, agricultural and commercial goods to larger economic markets and do so through his property. This was a transitional time in the history of transportation because even though the railroad was capable of transporting goods from rural communities to the cities, the goods needed to make it to the nearest railroad station to be loaded onto the train. The Licking River was an impediment to the flow of goods from rural farms and outlying areas to the larger markets of Covington and Newport and, eventually, Cincinnati, the Queen City, and

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<sup>8</sup> Campbell County Deed, Book 24, pages 173-174

<sup>9</sup> Kenton County Deed, Book 30, pages 547, 422-424 (Dowery of Mary Lamb, widow of Milton Lamb)

<sup>10</sup> Kenton County Inventory (Independence), Book 3, page 443-445 (Plat on p. 444)

<sup>11</sup> <https://cincinnati-transit.net/grantsbend.htm>

<sup>12</sup> Kenton County Inventory (Independence), Book 3, page 443

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beyond.<sup>13</sup> Prior to bridges making passage over rivers easy, smaller ferry franchises like Lambs Ferry, facilitated the transportation of raw materials and goods from deep within the rural areas of the state to the markets of Cincinnati and, eventually, to be shipped globally, were vital transportation portals, or gateways, to the markets of Northern Kentucky and the Queen City.

After inheriting his father's property in November 1854, on February 18, 1855, Michael T. Lamb had petitioned the court for permission to erect gates on the road from his ferry on the Licking River to Independence.<sup>14</sup> A month later, on March 19, 1855, Michael T. Lamb's gates are approved, in the road leading from his ferry on the Licking River to Independence. The court ordered that "The Gates are to be made of good substantial wood hung in hinges to be at least ten feet between the posts."<sup>15</sup> Michael Lamb is also referred to as the proprietor of a ferry commonly called "Lambs Ferry" in court documents, suggesting was already an established ferry operator and the ferry was named after him.<sup>16</sup>

In court records from March<sup>17</sup> and April 1867, the Kenton County attorney issued a ruling requesting Michael T. Lamb's appearance to explain his reason for failing to maintain, repair, or post bond for the ferry "known as Lambs Ferry". As a result of Michael Lamb failing to appear, his permission to operate a ferry was revoked in April of 1867.<sup>18</sup> It is significant that the County attorney issued the ruling as it shows that the ferry was public utility essential to the regional economy and the court was involved to ensure the safety of the ferry crossing.

This timing is significant, however. The real estate records estimate the Lamb family's dwelling was completed in 1868. The 1860 census showed Michael Lamb and his wife, Angeline, had one 1-year old son, Charles. By the time of the census of 1880, the house was built, the Lamb family had grown to include eight children – Charles (21), Mary (19), Elizabeth (17), Longstreet (14), Lucia (12), Dallas (10), Benjamin (5), Kinley (1). It is probable that in the spring of 1867, Michael Lamb was too consumed with the building of his home for his growing family, which included five children the year the home was built, to maintain the ferry during that period.

However, Michael Lamb did not give up on his ferry and seems to have planned a re-opening after his grand house was built. In July 20, 1868, Michael T. Lamb applied for ferry franchise privileges as the owner of the river front property where the ferry is located. The court approved his ferry rights and a description was given by the court of the type of ferry he is permitted to use. As the ferry acted as a public utility rather than a private luxury, the county ensured that the ferry rates were affordable by the setting of ferry rates. According to the court, the ferry must be "a common flat boat, propelled by oars across the Licking River between Kenton and Campbell Counties at the Old Lambs Ferry to be run by one hand and the rate of

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<sup>13</sup> <https://bridgestunnels.com/2023/11/10/the-bridges-of-the-lower-licking-river/>

<sup>14</sup> Kenton County Court Orders, Book 3, p. 279-280

<sup>15</sup> Kenton County Court Orders, Book 3, p. 288

<sup>16</sup> Kenton County Court Orders (Independence), p. 355

<sup>17</sup> Kenton County Court Orders (Independence), Book 5, p. 214 (March 1867)

<sup>18</sup> Kenton County Court Orders (Independence), Book 5, p. 217 (April 1867)

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ferriage to be as follows, to wit, for every man and horse 20 cents, for every foot passenger 10 cents, and for all vehicles, wagons.”<sup>19</sup> The mention of “Old Lambs Ferry” shows that in 1868 the Ferry was already considered a historic ferry crossing in the year the home was built. On that same day, Michael Lamb applied for a gate to be erected 150 yards above where the original gate stood.<sup>20</sup> Erecting gates allow for tolls to be collected and Michael Lamb’s strategic move to bring the gate above the old gate suggests the new location was further up from the river bank and closer to the front door of the house. The house could effectively serve as a sentinel monitoring the movement of traffic to and from the historic Licking River ferry crossing and traffic to the Lambs Station Railroad stop. The large house showed that the ferry was fully integrated with operations of the Lamb family homestead.

Between 1855 and 1870, Michael T. Lamb successfully transitioned the property from a subsistence-level operation to a high-value commercial enterprise. The income generated from the Lambs Ferry crossing the Licking River and transporting people and goods to the Lambs Ferry Station brought the Lamb Family from subsistence farmers to prominent landholders with a Greek Revival home representing their wealth, prominence and stability. The cash value of the farm in 1860 was \$2000. In the 1870 census, with the completion of the house the value of the farm and property had risen to \$5880. The 1870 Agricultural Schedule indicates this prosperity and the ferry provided an economic surplus which funded the construction of the residence and the expansion of the Lamb Ferry service.

The 1883 Lake & Harper Atlas shows Michael T. Lamb’s sphere of influence as a landowner and involvement in the transportation infrastructure of the local area and beyond. On the 1883, map of Grant’s Bend in the Independence District **Lambs Station** is labelled next to the railroad tracks. **M. T. Lamb** is printed next to a small black square labelled “Res” (or residence) this indicates his home on the road leading to the Licking River to Lambs Ferry.<sup>21</sup> On the Alexandria Precinct Map, the 1883 atlas names Lambs Ferry as a crossing along the Licking River.<sup>22</sup> This ferry road is still there today in the same location as shown in the 1883 Atlas, crossing closely in front of the residence. The ferry landing has been washed away by the flood waters of the Licking River. However, the road leading to the river bordered by a stonewall is apparent. The 1868 home was positioned facing the local multi-modal “highway” of that era. There are numerous Court records showing Michael T. Lamb making motions to move the road, now known as Lambs Ferry Road, coming from Independence to Lambs Ferry, as well as, applying to move ferry gates on the road.<sup>23</sup> This shows that he was actively maintaining his transit corridor which served the ferry and railroad station.

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<sup>19</sup> Image of an analogous Licking River Ferry at Morning View, KY  
<https://www.facebook.com/photo/?fbid=1118513740277823&set=a.499228588873011>

<sup>20</sup> Kenton County Court Orders (Independence), Book 5, p. 317 (July 20, 1868)

<sup>21</sup> 1883 Atlas [https://genky.kentonlibrary.org/pdf/map/1883\\_BKC\\_Atlas/48-49/index.html](https://genky.kentonlibrary.org/pdf/map/1883_BKC_Atlas/48-49/index.html)

<sup>22</sup> 1883 Atlas naming Lambs Ferry, [https://genky.kentonlibrary.org/pdf/map/1883\\_BKC\\_Atlas/64-65/index.html](https://genky.kentonlibrary.org/pdf/map/1883_BKC_Atlas/64-65/index.html)

<sup>23</sup> Kenton County Court Orders, March 19, 1855, 1860, 1868

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In 1872, Michael Lamb surrendered his ferry license and his privileges to operate a ferry across the Licking River were revoked by the court.<sup>24</sup> No record was found as to the reason why, however, the timing coincides with the building of a bridge across the Licking River in 1872 and a general movement away from ferry use as bridges became more accessible.<sup>25</sup> However, Michael T. Lamb had already established himself as a member of the landed elite in this area. Despite no longer operating a ferry, Michael Lamb replaced the income he had lost from the ferry, by growing the cash crop, tobacco, of which he grew 2300lbs, in 1879. His farm continued to be prosperous and was valued at \$5,500 in the 1880 Agricultural Schedule.<sup>26</sup>

Current real estate listings having marketed the historic home on Lambs Ferry Road (the current street address) as a "gracious historic home" and has the historic route of the Lambs Ferry which took people across the Licking River.<sup>27</sup> The vernacular Late-Greek Revival residence built in 1868 was a symbol of their status as agrarian elite, the family had transitioned from pioneer ferrymen to the "well-known" landed elite.

### **Evaluation of Historic Significance of the farm within the context Kenton County, Kentucky, Ferry Sites on the Lower Licking River, 1855-1892**

Lamb's Ferry and Farm in Grant's Bend on the Licking River from 1855-1892 served as a vital gateway for moving goods from rural Kentucky to major markets of northern Kentucky like Covington and Newport and to the "Queen City" (Cincinnati). The property located along the Licking River on eastern side of Grant's Bend, a geographically isolated "thumb-like" projection of Kenton County, became a strategic transit corridor between the Licking River and the Covington & Lexington Railroad during a time when there were no bridges to cross for farmers to transport goods to the railroad station. The contextual period (1855-1892) covers the establishment of the ferry franchise by Michael T. Lamb through his death. The property suggests the entrepreneurial spirit of the mid-19th century, as Michael T. Lamb provided a much-needed transportation link across the Licking River for the Northern Kentucky economy to thrive given the new advancement in transportation, the railroad.

The core Greek Revival houses and 1870s Cattle and Tobacco Barn are types of Post-War constructions which housed the family and the farm's livestock and where workers hung Burley tobacco, which became an important Kentucky cash crop that propped up its post-Civil war economy. The home is a primary example of the regional rural craftsmanship of the Reconstruction Era, as well as, symbolic of the stability and wealth the family had achieved through their agrarian-ferry enterprise on the property. The home itself has retained many of the construction techniques and details, such as the symmetry, central passage, grand staircase, thick,

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<sup>24</sup> Kenton County Court Orders, Book 5, p. 153. May 20, 1872 Michael T. Lamb, owner of Lambs Ferry, surrendered his ferry franchise and his ferry privileges to operate a ferry across the Licking River are revoked.

<sup>25</sup> <https://bridgestunnels.com/2023/11/10/the-bridges-of-the-lower-licking-river/>, <https://nkytribune.com/2021/03/our-rich-history-building-bridges-ending-monopolies-newport-commuters/>,

<sup>26</sup> United States, Kentucky, Agricultural Schedules, 1850-1880", Entry for Mike Lamb, 1880, p.

<sup>27</sup> <https://www.coldwellbanker.com/ky/ryland-heights/4633-lambs-ferry-rd--a/lid-P00800000GYrrYShL9bVxKuuZ91LMIBvLDUB5nw>

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bold trim and moldings, that are representative of a traditional vernacular Greek Revival farmhouse. The multipurpose livestock and tobacco barn was typical of farms, which transitioned to growing tobacco in Kentucky the post-Civil war era while needing to house their livestock.

The history of a ferry at 4633 Lambs Ferry Road has been preserved orally, passed down from owner to owner. The real estate listing<sup>28</sup> included a brief history of Mr. Lamb building his house next to the ferry road which he operated.

A Little History  
about 4633 Lambs Ferry Rd . . .

Lambs Ferry Road has a rich history. Next to the original portion of this house that Mr. Lamb built is a lane that goes down to the Licking River, where Mr. Lamb would put you on a flat, wood boat and pull you across the river on a rope that was strung to the other side in Campbell County. This beautiful part of the land also served as a thoroughfare along the river for people driving their horse-drawn wagons full of vegetables to sell in Covington. There were carriage houses at the time up in the back yard where people could water and rest their horses. Although the outbuildings are no longer standing, the foundation stones have been used for a rock wall that can be seen as you walk down the original Ferry lane and various places surrounding the house. The wood from the oldest barn was re-purposed on the walls of the entertainment room in the latest addition.

In 1868, the residence was a well-built instance of late-Greek Revival architecture, symbolizing the family's transition from Maryland pioneers to landed Kentucky agricultural elite. The property's value of \$5,500 in 1880 and high tobacco production of 2,300 pounds distinguish it from neighboring farms. While nearby historic sites like "Errondale" built by Squire Boone Grant of the family Grant's Bend is named, are in ruins, the Lamb Estate on Lambs Ferry Road remains a rare, intact link to this era, allowing for a glimpse into the past of the history of Grant's Bend and Licking River Valley agrarian life in Kenton County before it was Ryland Heights. The house's high design quality and proximity to the ferry road and crossing, help explain that this ferry operation, like many others, was a private business operated by an individual.

**Evaluation of Integrity Between the Significance of Lambs Ferry and the Physical Status of the Property Today**

Integrity is the ability of the property to convey its significance. The significance of this property is centered upon its use as a significant ferry crossing site. Some of the property's agricultural buildings are not directly related to the farm's use as a ferry site, yet they testify to the significance of the farm as the site of a ferry crossing. Thus, the site's combined identity as a farm and as a ferry crossing during the 1860s until the early 1870s becomes the focus of this nomination. The analysis of the integrity, between the property's current physical reality and its historic significance, is what follows.

**Location and Setting**

The property retains integrity of **Location** and **Setting**. The property's location was significant, as that location became important as a river crossing site. The setting of the property remains agricultural, both within the listed area, immediately outside of it, and on surrounding properties

<sup>28</sup> [https://www.zillow.com/homedetails/4633-Lambs-Ferry-Rd-Ryland-KY-41015/1446441\\_zpid/](https://www.zillow.com/homedetails/4633-Lambs-Ferry-Rd-Ryland-KY-41015/1446441_zpid/)

Lambs Ferry Road

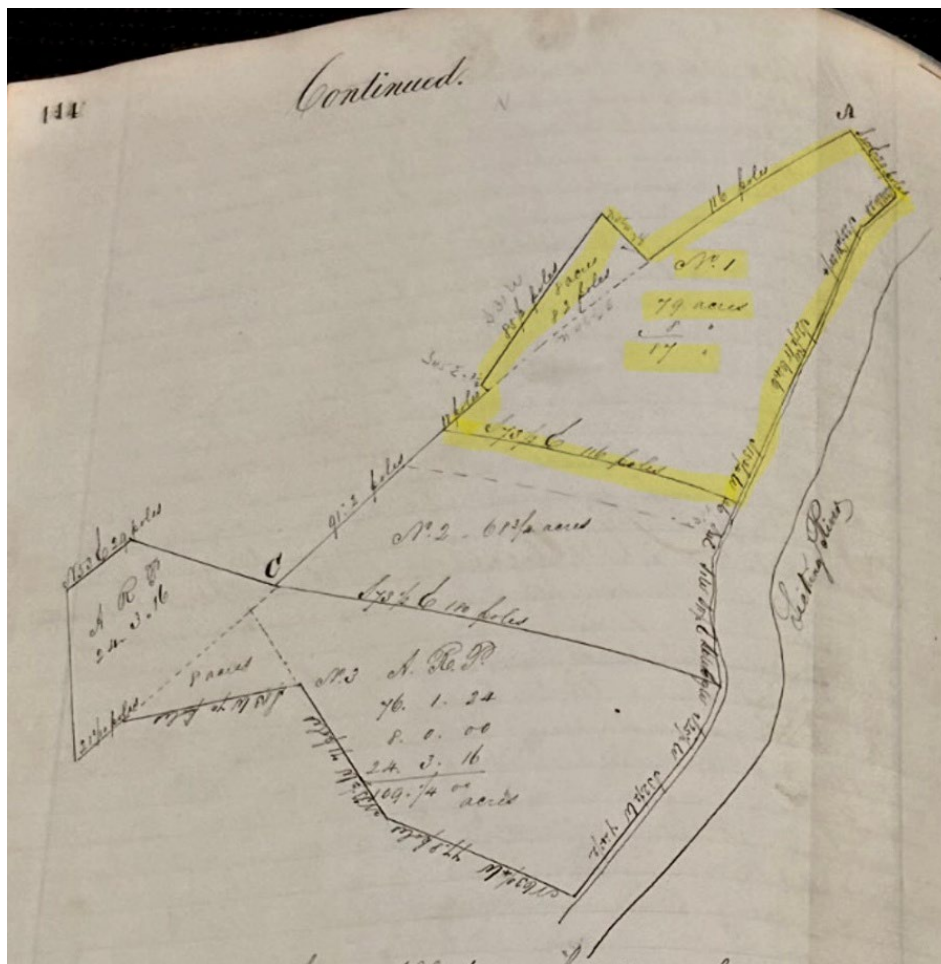
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in the area, though the setting's identity has evolved from agrarian to suburban, but still retains its non-urban appearance.

Since Milton Lamb's "Lot 1" was deeded to Michael T. Lamb in 1855, the Lamb Family agrarian estate has remained largely intact, retaining almost 72 of the 87 acres originally deeded to Michael T. Lamb and has not been subdivided. The acreage proposed for listing is within that 72 acres. Care was taken to ensure the Lamb agrarian estate was not parceled off and the location retained its rural farm character, retaining the feeling and association of a quiet, secluded rural farm as it has been protected from development and modernization, aside from Lambs Ferry Road being extended to loop in front of the home. The home was carefully preserved, despite additions to accommodate the home to modern life. The L-plan of the original 1868 home is clearly evident, as well as, the thick, bold wooden decorative doorway and window frames, the original limestone foundation, and especially the grand staircase in the central passage upon entry into the home, gives a feeling and association of stepping into the post-Civil war era home with exquisite craftsmanship.



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This is consistent with the trend in the mid-century, when the Gabbards purchased and owned the property, with automobiles making travel out to the country easier. Areas, like Ryland, were becoming weekend or summer getaways for those living in the cities of Covington and Cincinnati, the Lambs Ferry property was sitting in an ideal, serene valley for a weekend country getaway. Despite the “inducements” to come out to recreate in the country, with the establishment of the Ryland Country Club for hunting and fishing and paylakes, the Ryland Heights and, specifically the Grant’s Bend area, retain their secluded rural character. So like Michael Lamb noticed his land would be ideal for a ferry franchise, the Gabbard family saw another income-generating opportunity on the land in the form of a paylake or a place of recreation and entertainment. However, further information about a paylake operating on this property has not been found, so, evidently, it was not as successful of an enterprise as Michael Lamb’s Ferry.

In 1972, the Gabbards, sold the property whose mailing address on the Deed now appeared as “Lambs Ferry Road, Kenton County, Kentucky.” The house was such a prominent and well-known landmark in Kenton County, even as recently as 1972, that it was only known by its street name. This historic property was sold to Ray E. Buckingham and Rita M. Buckingham for “in consideration of one dollar and other considerations” and a \$38 property transfer payment was made. Interestingly, the 1972 deed still described the property in “metes and bounds” as it was originally described in the 1854 deed from Milton Lamb. The total amount of land sold to the Buckinghams was a “tract of 81 acres of land more or less consisting of three adjoining parcels.” The deed then describes the first (79 acre) and second (8 acre) parcels and then explains “The above described parcels, one and two, constitute **Lot No. one (1)** in the division of the

Lambs Ferry Road

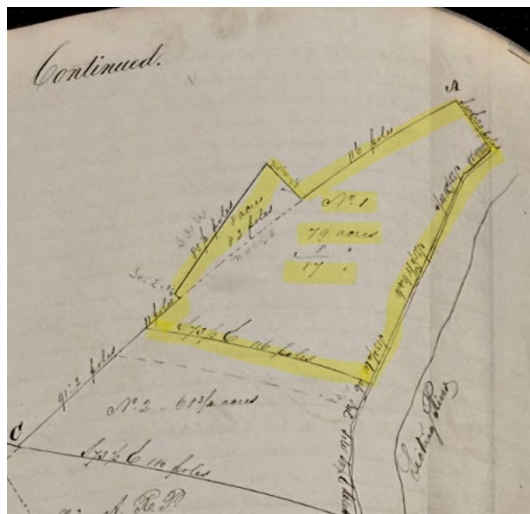
Kenton County, Kentucky

Name of Property

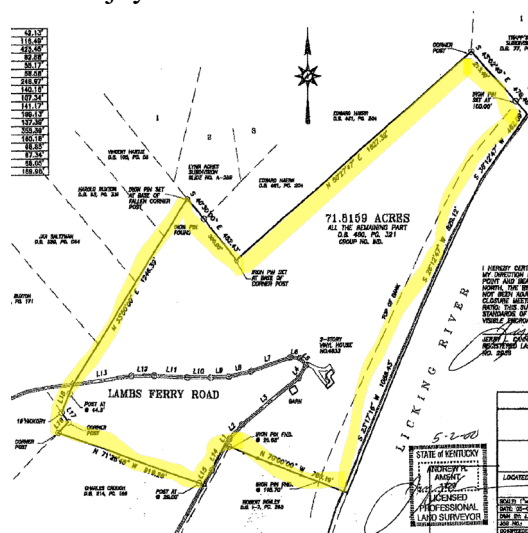
County and State

**estate of Milton Lamb**, deceased, as shown by plat recorded in Inventory Book No. 3, page 444, Kenton County Court records at Independence, KY.”<sup>29</sup>

The fact that the Buckingham’s were sold the property for \$1 was interesting however, there was no record as to why that would be the case, since there does not seem to be a relation or connection between the sellers and the buyers. Mr. Buckingham was a wealthy and well-known businessman in the Cincinnati area as founder and CEO of L&D Distributing.<sup>30</sup> He and his wife also owned a historic home in Indian Hill, called Buckingham Lodge, which is now a museum and open to the public.<sup>31</sup> As a couple who prized historic homes, they had beautifully preserved this historic home and added tasteful modern additions, such as the additional suite on the east side of the home, the garage, and pool. His obituary states “Ray and Rita (his first wife) enjoyed time at their farm which was the center of many family get-togethers over the years” referencing their country home on Lambs Ferry Road. While the Buckingham’s did not take the extra step of having their country farmhouse listed on the National Historic Register, like they did with their Indian Hill home, that this was a treasured historic home for Buckingham family for almost 30 years, when it was sold in 2000, and again in 2025, and is being enjoyed as modern-day primary residence for a new generation to enjoy.



**1854 Plat - Milton Lamb’s Lot 1- 87 acres**



**2025 Plat – 71 acres at Lambs Ferry**

The Lambs Ferry Farm has a strong sense of space. The 19<sup>th</sup> Century sense of space on this farmstead has been continuous. Milton Lamb, in 1854, and Michael T. Lamb and his family, in 1868, would have been looking at the same sloped hills, pond, and the road down to the Licking River which served as a Ferry Road. The character of this farm has remained unchanged for over a century and a half, the property has been spared from modern development. The Lamb family from the 19<sup>th</sup> Century would still recognize this property as their land on the Licking River which was named “Lot 1” of Milton Lamb’s estate in the deed records.

<sup>29</sup> Kenton County Deed Book 160, page 296

<sup>30</sup> <https://linnemannfuneralhomes.com/obituary/ray-elliott-buckingham/>

<sup>31</sup> <https://indianhill.org/history/historic-sites/buckingham-lodge/>

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The period of significance for the ferry franchise and agriculture on the property was at its height from during the time of Michael T. Lamb from, approximately **1855 to 1892**, when Michael T. Lamb died.<sup>32</sup>



However, the historic home and multi-use family farm Michael Lamb built, maintained and thrived on, which had been carefully preserved by generations of Lambs and other families, who have appreciated this gracious historic home, have shown that this land has so much potential for future generations. Among all the new home developments being built in the Kenton County area, those homes will never have as rich a history nor quality of craftsmanship as the 1868 Greek Revival Home on Lambs Ferry Road, with continued maintenance and preservation, this solidly built home may be standing for another 157 years.

The property has moderate amounts of integrity of **design** and **materials**. The loss of intactness of design comes in the form of non-historic siding applied to the house and barn, the expansion of the house's footprint, and the loss of historic farm buildings. The historic form of the buildings are evident in the house and the barn. The interior of the historic portion of the house retains its architectural character, as well as its limestone rubble foundation, its L-plan, as well as the grand entryway staircase in the central passage. The stone summer kitchen foundation and cistern found outside the north ell of the home preserve the integrity of the property's functional domestic spatial relationship by placing a water source near the work area of the home making household operations more efficient.<sup>33</sup>

The tobacco barn also exhibits the characteristics of a 19<sup>th</sup> century cattle and tobacco barn with a central manger, tobacco sticks and tier poles for hanging and drying the tobacco above the cattle and nearby a 30ft stone well/cistern which provided a water source for the livestock housed in the barn.

The design of the Lambs Ferry Road is intact and evident on the landscape, leading down to the riverside. Over time, the entire design and materials of the ferry road, such as gate, stonework, and the landing itself, have been lost, but what remains clearly documents the identity of the roadbed. What is distinctive about this road is that it has not been improved through paving or other forms of stabilization. The road on the ground reads as it would have during the Period of Significance, which is a rare condition for a nineteenth century road.

<sup>32</sup> Kentucky Post. Death of a Well-Known Farmer. February 11, 1892

<sup>33</sup> Beecher, Catherine "A Treatise on Domestic Economy" (1841)

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Because the property retains integrity of location, setting, materials, and design, the property thus retains integrity of **Association**, the foundation of eligibility under Criterion A. A local paper *Newport Local* advertised for the Ryland area in 1878 saying “Ryland is situated on the Kentucky Central Railroad, 12 miles south of Covington. Thirty-five minutes ride on the train will land you in the city. There is already lots laid off for sale, and this place offers great inducements to persons doing business in the city who wish to live in the country, as there is a train that runs to accommodate such persons.” *Newport Local*, March 23, 1878.<sup>34</sup> In 1892, Crystal Lakes private hunting and fishing country club, which was only accessible by the L&N railroad, opened to as a rural retreat, eventually, it became known as Ryland Country Club and families moved in.<sup>35</sup>

While neighboring family farms and lands were being subdivided for sale to city dwellers who wished to live in the country and commute to the city via railroad, the Lamb property remained intact and within the family. The General Index of Deeds, Book 1, page 90, shows how the property changed hands within the Milton Lamb family.<sup>36</sup> Upon Michael T. Lamb’s death, his wife, Angeline, lived on the estate as she was entitled to her husband’s dower, described as “79A+8A M.T. Lamb estate, Lot 1, near Lamb Station KCRR ” and all 8 of Michael Lamb’s children received a 1/8 interest in the “Lot 1” property, subject to their mother’s dower. In May 1903, the deed records show Michael Lamb’s widow, Angeline, had “dower rights” meaning the right to survivorship to live and use income from the property for the rest of her life.<sup>37</sup> Her children were all given 1/8 interest in their father, Michael T. Lamb’s property.<sup>38</sup> The 1910 United States Census showed that Analiese lived on the estate as head of the family with her “farmer” son, Benjamin, his wife Anabel, and their daughter Geneva until her death in November 1910.

In 1911, Benjamin purchased the 1/8 interests of all his siblings to continue his father’s farming legacy on his grandfather, Milton Lamb’s “Lot 1” property. The Lamb siblings’ maneuver to keep the Lamb family property intact instead of subdividing it has protected the historical integrity of this home to this day. Michael Lamb’s family and descendants have kept Milton Lamb’s subdivided parcel called “Lot 1” substantially intact until this day.

Benjamin Lamb continued his father’s profitable farming legacy on the property. The 1940 census showed that he worked 60 hours per week on the farm and, even after the Great Depression, when many farms and businesses were struggling to recover, his farm was worth \$4000. It was the highest value farm in the immediate area on the census, with the second most

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<sup>34</sup> <https://www.nkyviews.com/kenton/ryland.htm>

<sup>35</sup> <https://www.rylandlakescountryclub.com/About>

<sup>36</sup> Independence, Kenton County, General Index to Deeds and Mortgages, Book 1, page 90.

<https://www.familysearch.org/ark:/61903/3:1:3QHV-F3Z2-P3RJ?lang=en&i=368>

<sup>37</sup> Kenton County, Deed Book 54 page 199-200. <https://www.familysearch.org/ark:/61903/3:1:3Q9M-CSTN-LQ27-N?lang=en&i=431>

<sup>38</sup> Independence, Kenton County, General Index to Deeds and Mortgages, Book 1, page 90.

<https://www.familysearch.org/ark:/61903/3:1:3QHV-F3Z2-P3RJ?lang=en&i=368>



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have caused many who have seen the home to comment “They don’t build houses like this anymore. This house will stand for another 158 years!”

Many travelers have driven down Lambs Ferry Road and slowed down at the driveway to 4633 Lambs Ferry Road to gaze at the historic property and landscape, perhaps looking for a historic sign for more information about the secluded historic property they just discovered. Driving down a road called “Lambs Ferry Road” gives a traveler a sense that this road is a living artifact of a prominent historic family and significant historic site. The toponymy of the road itself reinforces the Lamb family’s 19<sup>th</sup> century influence and the significance of the ferry on their property on the infrastructure of Kenton County. Lambs Ferry Road, as an organic artifact, preserves this property’s integrity of association and feeling, as travelers using the road expect that the road will lead them to a home belonging to the family after which the road is named and a service that the family would have provided. Thus, the name of the road itself ensures that the Lamb’s Ferry Farm property remains a landmark in Kenton County even as the physical crossing of a ferry has vanished along the banks of the Licking River.

### **Archeological Content of the Site**

The property contains archeological remnants of the 19<sup>th</sup> Century domestic, agrarian and transportation complex. These artifacts, and those which remain intact within the ground, may provide information that could help historians understand ferry sites better. The site has not yet been submitted for archaeological analysis. The following account of the artifacts found on the property is made by the author, who is not an archaeologist, to give the archaeological community some index to the property’s archaeological potential.

The first example of an archeological vestige is the L-shaped, detached outdoor kitchen foundation at the northern most point of the home outside the rear “ell” of the main house. The foundation is the same limestone rubble stone foundation at the 1868 home. The architectural integrity is maintained as it was built in the same L-shape as the main home. A detached summer kitchen was also common in Kentucky farmsteads in the mid-19<sup>th</sup> Century as they reduced the heat in the home and reduced the fire risk in the primary residence. This provides a physical link to the daily domestic functioning of the Lamb family.



**Limestone foundation**

Various artifacts have remained on the surface make it clearly apparent that this property functioned as a farm. Barbed wire has been found growing into trees especially at the top of the Allium slopes on the east side of the house, providing evidence that the cattle and livestock were

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grazing on the mineral rich pasture land on the Nolin-association soil on the banks of the Licking River. Since a gate was found attached to a tree at the eastern end of the ferry road and barbed wire shows Michael and Benjamin Lamb were leading their cattle down the ferry road to graze on the banks of the Licking River. A livestock feeder and watering trough were also found on the farm property.



**Cattle Gate**



**Barbed Wire**



**Livestock Feeder**



**Watering Trough**

Antique Farm Equipment has also been found, adding to the historic identity of this property as a farm.

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**Plow**



**Tiller**

There is also archeological evidence of a wrecked wagon that may have fallen off of the ferry road and down the ravine of the steep slopes on the south side of the ferry road. On the surface of the land surrounding wagon wreck were large metal wagon wheels sticking up from the ground, a brace for a doubletree assembly that the horse traces attach to, horseshoes and an iron pot.



**Site of the wagon wreck (wheels circled in red)**



**Close-up view of wagon wheels**

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**Wagon Brace for Horses**



**Horseshoes**



**Iron pot**

A Civil War Era mini-ball was also found on the property after metal-detecting.



**Civil War Era mini-ball**

Another significant archeological find on the property was the 19<sup>th</sup> Century cistern/well that was discovered on the South façade of the red tobacco barn. The well is walled with the coursed rubble limestone from which the home's foundation was built. It is 30 feet deep and has a constant 15 feet of clear, clean water. Research shows it's both a cistern and a well because there is an underground creek keeping the water level constant and the well half full. The well was also used as a cistern as rainwater from the gutter of the barn drains into the well. This well was used as a water source for the cattle housed in this multi-use barn.

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**Barn (south façade) with well**



**Close up of top of well/cistern**



**Stone 30ft Well**

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## 9. Major Bibliographical References

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### 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 # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

### Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** KE 1544

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**10. Geographical Data**

**Acreeage of Property** 4.98 acres

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_  
(enter coordinates to 6 decimal places)

- |                                |                        |
|--------------------------------|------------------------|
| 1. Latitude: <b>38.963192°</b> | Longitude: -84.441756° |
| 2. Latitude                    | Longitude:             |
| 3. Latitude:                   | Longitude:             |
| 4. Latitude:                   | Longitude:             |

**Latitude: Longitude:**

**Or**

**UTM References** Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

- |          |           |           |
|----------|-----------|-----------|
| 1. Zone: | Easting:  | Northing: |
| 2. Zone: | Easting:  | Northing: |
| 3. Zone: | Easting:  | Northing: |
| 4. Zone: | Easting : | Northing: |

**Verbal Boundary Description** (Describe the boundaries of the property.)

The area proposed for listing is a 4-sided polygon that is part of a larger parcel of 71 acres. That large parcel is identified by the Kenton County Property Valuation Administrator as PIDN 082-00-00-012.00, a 66.13-acre tract. Within that larger parcel, the nominated area is defined as follows, and depicted on a map following the description:

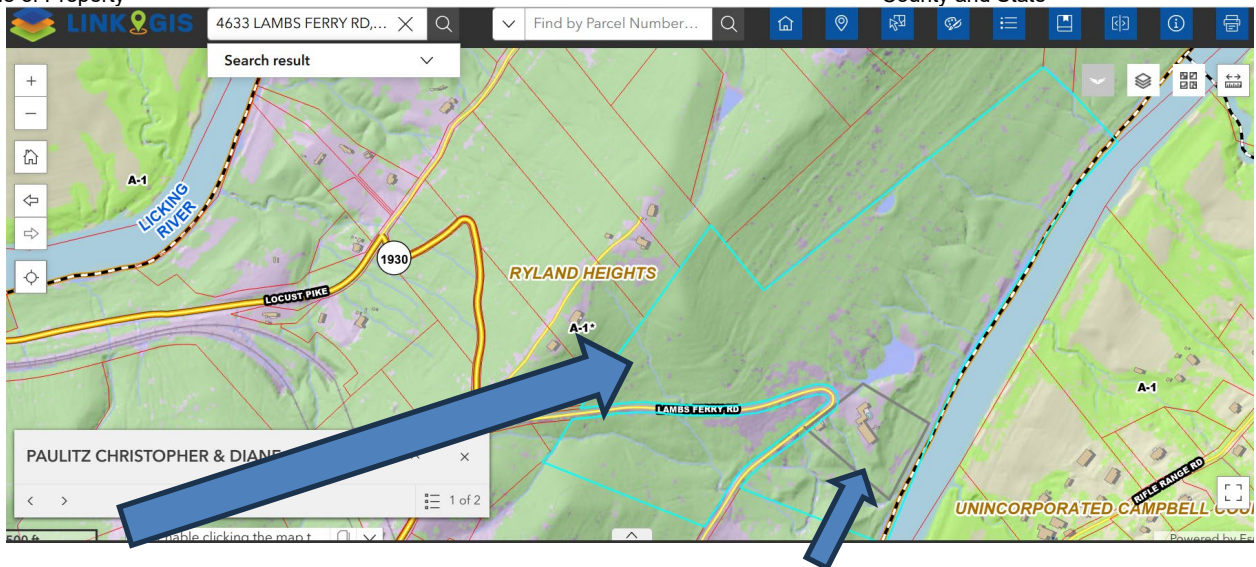
The boundary starts at a point on Lambs Ferry Road slightly west of the barn, and traveling 356 feet in a northeasterly direction, parallel to the road. At that point it turns southeasterly, and runs 422 feet, until it reaches the bank of the Licking River. It travels in a southwestly direction along the river bank for 476 feet, at which point it turns northwesterly, and travels 615 feet to the point of beginning.

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Entire 66.13-acre parcel (aqua)

Approximate boundary of 4.98 acres proposed  
for listing within the parcel

**Boundary Justification** (Explain why the boundaries were selected.)

This is the area of the property which continues to have the most intact setting, which displays the qualities that illustrate the property's significance as an important travel property during the Period of Significance.

**11. Form Prepared By**

name/title: Diane Paulitz  
organization: Homeowner  
street & number: 4633 Lambs Ferry Road  
city or town: Ryland Heights state: KY zip code: 41015  
e-mail dianecpaulitz@gmail.com telephone: 202-271-3366  
date: 4/21/2026

**Photographs--Photo Log**

Name of Property: Lambs Ferry Farmstead  
City or Vicinity: Ryland Heights  
County: Kenton County  
State: Kentucky  
Photographer: Diane Paulitz and Cindy Cahill  
Date Photographed: 5/2024 - 4/2026

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Note: The photographs are divided into two groups. The first group is 26 images labeled **Official Photos**. The Official Photos conform to the National Register photo specifications. The second group is 116 images labeled **Supplemental Photos**. These images give additional look at the property, but do not conform to the National Register’s formatting requirements.

Description of Photograph(s) and number, include description of view indicating direction of camera.

OFFICIAL PHOTOS					
Photo #	Name of Resource	Direction of Photo	Description	Photographer	Date
0001	1868 Greek Revival House & 19 <sup>th</sup> Century Tobacco Barn	Camera facing East	West elevation of the house and barn facing current Lambs Ferry Road	Cindy Cahill	5/2024
0002	Front door of 1868 Greek Revival House and Entrance to Ferry Road	Camera facing Northeast	Southwest elevation (front) façade of house front door facing entrance to the Old Lambs Ferry Road	Diane Paulitz	4/2026
0003	1868 L-plan vernacular Greek Revival Home built in America’s first “national style” of home	Camera facing East	West elevation on current Lambs Ferry Road	Cindy Cahill	5/2024
0004	8ft wide Ferry Road Heading East to the Licking River	Camera facing East	West Elevation	Diane Paulitz	4/2026
0005	Ferry Road leading to Licking River	Camera facing East	West Elevation	Diane Paulitz	4/2026
0006	Low Elevation Nolin Silt Loem soil on the banks of Licking River, possible ferry landing	Camera facing East	West Elevation	Diane Paulitz	4/2026
0007	Ferry Road Entrance Heading West from the Licking River with house in view	Camera facing West	East Elevation	Diane Paulitz	4/2026
0008	Northeast and Southeast faces featuring L-plan and sympathetic additions	Camera facing West	East Elevation	Cindy Cahill	5/2024
0009	Northwest Facade featuring side gable facing current Lambs Ferry Road	Camera facing East	West Elevation	Diane Paulitz	4/2026
0010	19 <sup>th</sup> Century Cattle and Tobacco barn	Camera facing South	North and West Elevation	Diane Paulitz	4/2026
0011	Central Passage view from South to North	Camera facing North	Interior view of the central passage looking Northeast showing curve in staircase	Diane Paulitz	4/2026

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0012	Central Passage view from North to South	Camera facing South	Interior view of the central passage looking Southwest	Diane Paulitz	4/2026
0013	Entry 1868 Bifurcated Staircase	Camera facing North	Interior view of grand 1868 staircase from the bottom to top	Diane Paulitz	4/2026
0014	Top of entry staircase	Camera facing South	Interior view of 1868 staircase from the top showing the curved	Diane Paulitz	4/2026
0015	Detail of curve, balusters and rail in staircase	Camera facing North	Interior view pointing up showing detail of curved wood and balusters of staircase	Diane Paulitz	4/2026
0016	Detail of carved woodwork on the outside faces of the steps of staircase	Camera facing East	Interior view showing the detail of the scrolled carving on the outside of the wooden steps	Diane Paulitz	4/2026
0017	Newel Post	Camera facing East	Interior close-up photo showing the detail of the carved Newel post	Diane Paulitz	4/2026
0018	Mid-landing and Bifurcated staircase	Camera facing West	Close-up of bi-furcated staircase and mid-landing at the top of the flight of stairs	Diane Paulitz	4/2026
0019	Stone cellar steps and stone foundation	Camera facing West	Interior view from the cellar of the stone steps and foundation built in 1868	Diane Paulitz	4/2026
0020	First Floor Doorway with original 8-in. thick rounded wooden trim and transom	Camera facing West	Interior view of the details of the thick wooden trim on representative of the trim around the doors and windows throughout the first floor	Diane Paulitz	4/2026
0021	Formal Living Room and Dining Room	Camera facing Northeast	Interior view of the living/dining room showing the original oak floors, transom and trim	Cindy Cahill	5/2024
0022	Formal Living Room and Dining Room	Camera facing Northwest	Interior view of the living/dining room showing the 10-foot ceilings, brick fireplace and windows on the northwest wall	Cindy Cahill	5/2024
0023	Second Floor Doorway with 6-inch thick, square wooden trim	Camera facing Northwest	Interior view of original second floor doorway trim that is representative of all the doorways and windows in the less formal upstairs section of the home	Diane Paulitz	4/2026
0024	Master Bedroom	Camera facing Northeast	Interior view of bedroom showing 10-foot ceilings continue to the upstairs bedrooms, brick fireplace, original bold thick trim surrounding windows and closet doors	Cindy Cahill	5/2024

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0025	Archeological vestige of the original 1868 L-shaped outdoor kitchen stone foundation	Camera facing Northeast	Photo taken downward to capture the ell shape of the extant limestone foundation of the outdoor kitchen	Diane Paulitz	4/2026
0026	View of modern day Lambs Ferry Road sign and road entrance that leads to Lambs Ferry Farmstead	Camera facing Northeast	The road sign provides the toponymic continuity that connects this historic property to the Lamb family and the ferry they once operated.	Diane Paulitz	4/2026

**Supplemental (Supporting) Images**

1 of 112: 1868 Greek Revival House and Barn on Lambs Ferry Road

2 of 112: Entrance to the Old Lambs Ferry Road at the front door of the 1868 Greek Revival House

3 of 112: View of the home at 4633 Lambs Ferry Road from the northwest elevation of Lambs Ferry Road

4 of 112: 1883 Atlas of Boone, Kenton & Campbell Counties showing M. Lamb Res., Lamb Station, Lamb Ferry Road as part of the County's transportation infrastructure

5 of 112: 2026 Topographical Map currently names the Ryland Heights neighborhood where 4633 Lambs Ferry Road is located "Lamb"

6 of 112: Lambs Ferry Site to be nominated

7 of 112: Entrance to the Old Lambs Ferry Road leading East toward the Licking River

8 of 112: Front door where stones were found potentially an archeological vestige of the toll gate

9 of 112: Entrance to the Ferry Road leading West from the Licking River towards Lambs Ferry Road and the Railroad

10 of 112: Soil Survey of the property at 4633 Lambs Ferry Road

11 of 112: Old Lambs Ferry Road (blue line) crossing alluvial land at a gentle slope leading to Licking River making it an ideal location for a ferry road

12 of 112: Photo of 8 foot wide Old Lambs Ferry Road leading East toward the river

13 of 112: Photo of Ferry Road leading to flat banks of the Licking River

14 of 112: Photo of the bank of the Licking River where a flat bottom ferry boat could nose up

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15 of 112: Topography of Licking River Valley marking the 1868 Greek Revival Home location at Latitude: 38.963144, Longitude: -84.441815

16 of 112: Photo of raised course rubble stone foundation in the cellar

17 of 112: Photo of exterior wall of raised course rubble stone foundation

18 of 112: Photo of Northwest façade of 1868 Greek Revival home with the exterior view of the cellar doors

19 of 112: Photo of the interior of the stone cellar below the 1868 home photo taken from the cellar steps on the northwest corner to the southeast corner

20 of 112: Original stone cellar steps leading to the original porch on the north end of the house. The opening at the top is now closed off as the porch was converted to a kitchen

21 of 112: Original stone cellar steps leading to the northwest exterior of the home

22 of 112: Underside of side-gabled roof

23 of 112: Locust tree trunks placed as support beams for the roof when the home was built

24 of 112: Close up of the Locust tree trunks supporting the roof

25 of 112: Southwest (front) façade of 1868 Greek Revival home

26 of 112: Northeast and Southeast faces showing ell shape and sympathetic additions

27 of 112: Northwest façade showing side gable along Lambs Ferry Road

28 of 112: Southeast and Northeast faces showing sloped roof of original porch and current indoor kitchen

29 of 112: Floor plan of home at 4633 Lambs Ferry Road

30 of 112: First flight of original 1868 bifurcated pine wood staircase

31 of 112: Original Newel post

32 of 112: Double entry doors on the southwest façade of the home featuring original 8-inch thick rounded wood moldings

33 of 112: Central Passage of 1868 Greek Revival home facing South to North

34 of 112: Central Passage of 1868 Green Revival home facing North to South

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35 of 112: Half bathroom addition behind the central passage door on the North

36 of 112: Original rounded door trim of former exterior door leading to exterior porch and original door and trim of closet under the stairs

37 of 112: Example of 11-inch thick wooden baseboard throughout the first floor of the home

38 of 112: Original 8-inch thick rounded wood trim and transom on the east side of the Central Passage

39 of 112: Original 8-inch thick rounded wood trim and transom on the west side of the Central Passage

40 of 112: View from the Central Passage of the den and fireplace facing east

41 of 112: View of the den facing west toward the Central Passage

42 of 112: Interior view of living room/dining room, camera facing northeast from the southwest

43 of 112: Interior view of living room/dining room, camera facing northwest from the southeast

44 of 112: Interior view of dining room, camera facing northwest from the southeast

45 of 112: Interior view of dining room/living room, camera facing southeast from the northwest

46 of 112: Kitchen located under sloped roof of original back porch with sympathetic screened-in porch addition

47 of 112: Archeological remnant of the stone foundation of the original 1868 kitchen in the same ell as the main house.

48 of 112: Interior view of kitchen, camera facing northwest from the southeast

49 of 112: Interior view of the kitchen sitting area, camera facing southeast from northwest

50 of 112: Interior view of the kitchen facing northwest from southeast

51 of 112: Interior view of the kitchen facing southeast from northwest

52 of 112: Interior view of the porch addition to the north of the kitchen

53 of 112: View of location of back porch, cistern to the north of the porch and stone foundation of original outdoor kitchen 10 feet north of the cistern

54 of 112: Close-up photo of the concrete cap on the original cistern.

55 of 112: Photo of the open cistern off the kitchen and near the stone outdoor kitchen foundation

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56 of 112: Close-up photo of the cistern off the kitchen and near the stone outdoor kitchen foundation

57 of 112: Close-up view of twist in railing to the south landing of the 19<sup>th</sup> century bifurcated staircase

58 of 112: Close-up view of the bifurcated 19<sup>th</sup> century staircase

59 of 112: Smaller newel post at the top of the north landing of the 19<sup>th</sup> century bifurcated staircase

60 of 112: Close-up photo, from below, of detail of the inner bend of the twist in the railing of the 19<sup>th</sup> century bifurcated staircase

61 of 112: Photo of south landing of the 19<sup>th</sup> century bifurcated staircase featuring three thickly trimmed doorways leading to two bedrooms and a central bathroom, camera facing south from the north

62 of 112: Detailed photo of the wooden carvings on the stairs

63 of 112: Photo of the north landing and interior of 8-over-8 double hung window, camera facing east from the southwest

64 of 112: Detail of original, less formal, square, 6-inch wide door trim of doorway leading to master bedroom and 11-inch baseboards on wall opposite window on the north landing of the 19<sup>th</sup> century bifurcated staircase

65 of 112: Interior view of master bedroom, camera facing northwest from southeast

66 of 112: Interior view of master bedroom, camera facing southeast from northwest

67 of 112: Interior view of master bathroom, camera facing south for north

68 of 112: Interior view of master bathroom, camera facing southeast from northwest

69 of 112: Close-up detail of original, upstairs, 6-inch door trim

70 of 112: Close-up detail of original, upstairs, 11-inch baseboards

71 of 112: Photo of bedroom on the southwest corner of the second level, camera facing northwest from the southeast

72 of 112: Photo of the bedroom on the southwest corner of the second level, camera facing west from the east

73 of 112: Photo of the bedroom on the southeast corner of the second level, camera facing west from the east

74 of 112: Photo of the bedroom on the southeast corner of the second level, camera facing northeast from the southwest

75 of 112: Photo of trim and built-in closets on either side of a hidden original fireplace

76 of 112: Photo of doorway looking across the south landing from the southwest bedroom to the southeast bedroom

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77 of 112: Photo of center bathroom on south landing with 6-over-6 double hung window facing the Old Lambs Ferry Road

78 of 112: Photo of doorway looking across south landing from the southeast bedroom to the southwest bedroom

79 of 112: Postcard of Licking River Ferry in Morning View, KY illustrating a flat-bottom ferry boat similar to one that would have been used by Michael Lamb to cross the Licking River at Lamb's Ferry

80 of 112: 1883 Atlas of Boone, Kenton & Campbell Counties illustrating the Lamb's Ferry as a significant landmark of the county's transportation infrastructure

81 of 112: 2000/2025 Plat of the 71.8159 acres of the 4633 Lambs Ferry Road property

82 of 112: 2026 Map of Lambs Ferry Road from Decoursey Pike looping at 1868 House to Whites Rd.

83 of 112: Aerial view of the 4633 Lambs Ferry Road property in 1999

84 of 112: Aerial view of property of 4633 Lambs Ferry Road property in 2004

85 of 112: 19<sup>th</sup> Century Cattle/Tobacco barn, north and west façade, camera facing southeast on Lambs Ferry Road

86 of 112: Exterior of North Façade of 19<sup>th</sup> Century barn, camera facing south

87 of 112: Exterior of South Façade with 19<sup>th</sup> century 30-foot dry stone well/cistern

88 of 112: Exterior of West Façade of 19<sup>th</sup> century barn

89 of 112: Exterior of East Façade of 19<sup>th</sup> century barn

90 of 112: Interior view of 19<sup>th</sup> century cattle/tobacco barn lower level central V-shaped trough for cattle

91 of 112: Interior view of 19<sup>th</sup> century cattle/tobacco barn upper level with tier poles for hanging and air-curing tobacco plants

92 of 112: Interior view of 19<sup>th</sup> century barn trough and tobacco tier poles

93 of 112: Tobacco sticks found stacked in the 19<sup>th</sup> century barn that were used for hanging and air-curing tobacco

94 of 112: "A Little History about 4633 Lambs Ferry Road" from the real estate listing when the house was sold in 2025

95 of 112: 1854 Plat of Milton Lamb's estate divided into Lot 1, Lot 2 and Lot 3. 4633 Lamb Ferry Road property is located on the original "Lot 1" deeded to Michael T. Lamb.

96 of 112: Large pond on 4633 Lambs Ferry Road property that was a recreational pay-lake in the 1950s and 1960s when the property no longer belonged to the Lamb Family.

97 of 112: The Kentucky Post, February 10-11, 1892, mentioning the death and funeral of Michael T. Lamb, a well-known farmer in Lamb's Station.

98 of 112: Cattle gate at the east end of the Old Lambs Ferry Road before the flat banks of the Licking River, camera facing south

99 of 112: Barbed wire found on the eastern perimeter of the property

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100 of 112: Livestock stone feed/water trough

101 of 112: Metal water/feed trough

102 of 112: 19<sup>th</sup> century metal plow

103 of 112: 19<sup>th</sup> century disc tiller

104 of 112: Archeological site of wagon wreck south of the Old Lambs Ferry Road in a ravine, (wheels circled in red)

105 of 112: Close-up photo of wagon wheels partially buried in archaeological site

106 of 112: Photo of a brace for a doubletree assembly for horse traces found in the archeological site of the wagon wreckage

107 of 112: Photo of horseshoes found in the archeological site of the wagon wreckage

108 of 112: Photo of iron pot found in the archeological site of the wagon wreckage

109 of 112: Photo of Civil War Era mini-ball found on the property

110 of 112: Photo of cement cap of discovered 19<sup>th</sup> century cistern/well on the south façade of the red tobacco barn

111 of 112: Photo of open 19<sup>th</sup> century 30-foot dry stone well with water at the bottom

112 of 112: Photo of the current "Lambsferry Road" road sign and east entrance to Lambs Ferry Road leading to 4633 Lambs Ferry Road.

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**Lamb's Ferry Road, Kenton County, Kentucky within wide area map. Yellow push pins indicate nearby National Register properties.**