

Waggener High School



Places You Will Remember In More Detail A to E, 1st. Edition

This is one of many sections that contain information, photos, newspaper articles, internet items, etc. of the St. Matthews area and especially of Waggener High School. Many of the items came from Al Ring's personal collections but many people have helped and I have tried to give credit where I can.

The purpose of this "collection" was to create the history of Waggener and the students and teachers who were there during my time. Being retired I now have time to do many of the things I have always wanted, this project is just one of them. The collection is continuing today, so if you should have old or new information on the St. Matthews area from 1950 to 1962 or Waggener High, please contact Al Ring.

All graphics have been improved to make the resolution as good as possible, but the reader should remember that many came from copies of old newspaper articles and photos. Credit to the source of the photos, etc. is provided whenever it was available. We realize that many items are not identified and regret that we weren't able to provide this information. As far as the newspaper articles that are not identified, 99% of them would have to be from one of three possible sources. *The Courier-Journal*, *The Louisville Times* or one of the *Voice* publications. Books that we have used for some information include, *Randy*, *Cactus*, *Uncle, Ed and the Golden age of Louisville Television*, *Waggener High School Alumni Directory 1996*, *Waggener Traditional High School Alumni Directory 2007*, *Memories of Fontaine Ferry Park*, *St. Matthews The Crossroads of Beargrass* by Samuel W. Thomas, *St. Matthews, 25 Years a City Two Centuries a Community*, *St. Matthews 1960-1995*, *Waggener Lair's 1958 to 1962*, *The Holy Warrior*, *Muhammad Ali*.

Explanation of the following pages, (Please Read)

This section consists of many places and things that those that spent time in the St. Matthews area during the 1950s and 1960s will recognize and may have spent considerable time at them. I have tried to include a photograph of the place as well as a brief history of it.

Section A—E:

American Legion Zachary Taylor Post 180
Anchorage
Ashbury-Berman
Bacons Department Store
Bauer's-La Paloma-Azalea
Beech Bend Raceway Park
Belle of Louisville
Bernheim Forest—Arboretum
Big Springs Country Club
Bowman Field
Byck's
Camp Piomingo (YMCA)
Captains Quarters
Carl Casper Custom Car Shows
Cedar Creek Drag Strip/Bullitt Dragway
Central State Hospital
Cherokee Park
Churchill Downs
Claudia Sanders Dinner House
Colonial Design
Cox's Lake
Crescent Hill
Crescent Hill Pool & Park
Crescent Reservoir
Dutch's Tavern
East Drive-In

Section F—L:

Fairgrounds Motor Speedway
Fort Knox
Fountain Park
Fontaine Ferry Park
Frisch's Big Boy
Fun Fair
General Electric Appliance Park
Gerstle's Place
Haller's Pet Shop
Harrods Creek
Howard Johnson's
Hytken's
Interurban & Trains
Jewish Community Center
Keeneland
Kentucky Military Institute
Kentucky Model Shop
Kentucky State Fairgrounds
KingFish Restaurant
King-Putt Miniature Golf
Kt's Restaurant—Old Kentucky Tavern
Lake Louisville
Landohr Bowling Alley
Levy Brothers
Locust Grove
Louisville Boat Club
Louisville Country Club
Louisville Water Tower
Lyndon

Section M—R:

Mall St. Matthews (The Mall)
Mammoth Cave
Mario's Pizza
Masonic Widows and Orphans Home
Middletown
My Old Kentucky Home
Nally Barber Shop
Nanz & Kraft Florists
Old Stone Inn
One Hundredth Division
Otter Creek Park
Parkway Field
Pearson Funeral Home
Plantation Swim Club
Plehn's Bakery
Pookman Drugs
Prospect
Ranch House
Ratterman Funeral Home
River Road Country Club

Section S—Z:

St. Matthews Armory
St. Matthews Eagles
St. Matthews Feed & Seed
St. Matthews Fire Department
(Everything you ever wanted to know
about the department can be found at
[http://ringbrothershistory.com/alsprojects/
stmfd.htm](http://ringbrothershistory.com/alsprojects/stmfd.htm)
Cut and paste, let the site fully open and
old fire siren will sound.
St. Matthews Hardware
St. Matthews Potato Festival
St. Matthews Woman's Club
Sears
Seneca Park
Shelbyville Road Plaza
Showers
Sportsdrome
Standiford Field—Louisville International
Ten Pen Lanes
The Hat Box
The Turntable
Thornbury's Toys
Vogue Theater
Watterson Expressway
White Castle
World War Two Monument
Zachary Taylor National Cemetery

Courtesy *The Voice Of St. Matthews:*

Cornerstone-Laying Set For New Legion Building

The American Legion Zachary Taylor Post 180 will lay the cornerstone for its new building on Saturday, Jan. 21, at 3 p.m., Commander A. D. "Tony" Zehender announced this week.

The structure, which will cost about \$125,000, is going up at the

Post's new location on the south side of Shelbyville Road, just east of the Shelbyville Road Plaza.

After the ceremony, everyone is invited to the present Post home at 137 St. Matthews Avenue. The Ladies' Auxilliary will serve a smorgasbord and refreshments. Reservations may be made by calling TW 8-4734.

Commander Zehender said:

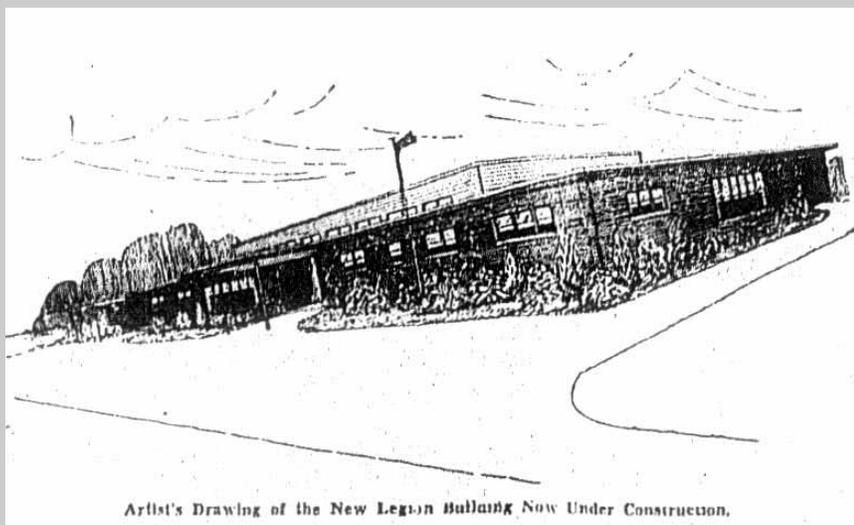
"Since January, 1925, Zachary Taylor Post has been serving veterans and their families, and taking a very active part in civic affairs in the community of St. Matthews.

"With a large, modern building, and adequate parking and recreation grounds, the Post can better serve members and our community. All veterans who are eligible are invited to join the Zachary Taylor Post and take an active part in all American Legion activities."

The present Post home on St. Matthews Avenue is to be sold.

At the ceremony, Commander Zehender will introduce the following:

National Vice Commander Gilbert H. Stordock from King, Wisconsin; Department Commander Darrell Hancock; Department Adjutant Tom Hayden; Fifth District Commander Charles Plamp; Department American Legion Auxilliary President Mrs. Louise Schneeburger; Fifth District President Mrs. Roy Yeager; and Mrs. William Helmerdinger, Zachary Taylor Unit President.



Artist's Drawing of the New Legion Building Now Under Construction.

Courtesy *The Voice Of St. Matthews:*

St. Matthews Legionnaires Lay Cornerstone For New Building

Post Commander Dedicates It To Fallen Comrades

Cornerstone-laying ceremonies for the new building of the American Legion Zachary Taylor Post 180 of St. Matthews were held Saturday afternoon.

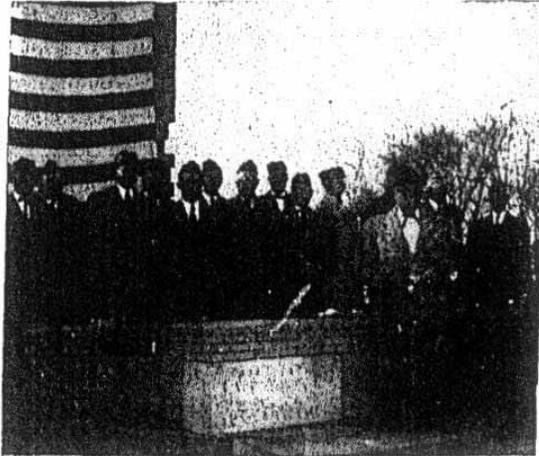
A crowd of about 500 people heard Post 180 Commander A. D. "Tony" Zehnder "dedicate this cornerstone to the ideals of freedom, justice, and democracy" and to the Legionnaire's "fallen comrades."

Embarking on this theme, Rev. Edwin Wahl, pastor of Bethel Evangelical and Reformed Church, said: "Greater love hath no man than this, that he lay down his life for his friends."

Rev. Wahl reminded the Legionnaires and their guests of the debt they owed Americans who have died in past wars. "They died that we might live," he said.

Other speakers were Father Joseph Emrich; Gilman H. Stordock, the Legion's national vice commander; Tom H. Hayden, adjutant, The American Legion, Department of Kentucky; and Ernell Hancock, State commander.

Mementoes were placed in the cornerstone by Frank Metten,



Com. Zehnder, beside the cornerstone, introduced his predecessors

past commander of Post 180, ten, Robert McAnnis, Lou Nager, Past commander Lawrence Richter, who is also building chairman, laid the stone, and Commander Zehnder sealed it.

The Waggener Junior High School Band provided the music, and the snappily-dressed color guard of the Highland Post 201 of the American Legion presented the colors.

Commander Zehnder introduced distinguished guests, including the past commanders of Post 180—Mr. Richter, Mr. Met-

ten, Robert McAnnis, Lou Nager, Everett Lawrence, Bob Dorsey, Russ DeHaven, Tom Cooper, Leo Kleet, Lou Stauble, Lindsay McClain, Ed Zehnder, and Leonard Hays.

The structure, which will cost \$125,000, is going up at the Post's new location on the south side of Shelbyville Road, just east of the Shelbyville Road Plaza.

The Legion's present home at 137 St. Matthews Avenue is to be sold.

January 26 1956

New Legion Building Slated To Open July 15

The new American Legion building on Shelbyville Road should be ready to open July 15, building chairman Lawrence Richter said Monday.

Post 180, which is building the \$125,000 structure, hoped to get it open by July 4. But work delays have set the Legionnaires back a few days.

Mr. Richter said the formal dedication date has not yet been set, but the Legionnaires are planning a big celebration. He said the new Legion home would be a "community building," available for use by other organizations here.

Last Saturday, the Legionnaires laid out a softball diamond behind the building, and lights will be installed for night games, according to Mr. Richter.

The building contains a 47 by 80 foot auditorium, a family room, a recreation room, a complete kitchen and a refreshment bar.

The Legion's old post home on St. Matthews Avenue is in the process of being sold. The deal is slated to be closed this week. The price was not announced.

The new building is on the south side of Shelbyville Road, east of the Shelbyville Plaza. The Legion bought the land several years ago for \$25,000. Part of the property has been sold for a restaurant and for a filling station.

July 5, 1956

Courtesy *The Voice Of St. Matthews*, September 27, 1956:

Post 180 Formed First School Patrol In State

Zachary Taylor Post No. 180 of the American Legion has been an important member of this community since January 13, 1925, when a charter was issued at the second Legion Post in Jefferson County.

T. H. Huffman, Sr., was the first commander with R. J. Kleet the adjutant. There were 34 charter members.

R. W. Herr, R. J. Kleet, F. Y. Miller, C. N. Miller, C. A. Stabler, J. S. Osborn, C. D. Schinkle, Paul Bailey, Irwin P. Bauer, H. R. Bauer, G. M. Dahl, O. T. Krempp, Alvin Kidwell, J. C. Miller, Thomas Ray, C. A. Sargent, I. C. Rueff, Dr. A. D. Wetherby, Henry Bauer;

James J. Butler, Jr., T. L. Donson, J. B. Ferris, T. B. Huffman, S. C. Kriel, C. N. Littrell, G. W. Markwell, Dr. W. B. Standard, George Wurster, and H. B. Schlutz.

Since 1925, Legionaries of Zachary Taylor have made numerous contributions towards the growth and advancement of this area—donations of time and money by there men could never be totaled.

Activities of this Post, down through the years are many, such as the renovation of a country cemetery on the Old Brownsboro Road.

The burial place of Zachary Taylor, the 12th President of the United States was in such a run down condition, that hardly anyone knew it was there. Legionnaires spent many a weekend cleaning it up and getting it in shape for an inspection team of Senators and Congressmen from Washington to pass judgment as to whether it should be taken over by the Government.

Today it stands a national shrine, the Zachary Taylor National Cemetery.

Other promotions of this Post were the Flood Relief, Police Reserve, Junior Baseball and Softball, Sea Scouts, Milk Fund for Indigent Children, Bowling, Bond Drives, Scrap Drives, and numerous war efforts during World War II and the Korean Conflict. Essay Contests, Scholastic Awards in all local schools and Safety Programs of all types.

Probably the most outstanding contribution the Post made to this community and the State started in 1928 when a Safety Committee was formed. Carl A. Hulsewede, Sr. was made chairman.

After a survey, it was decided that the most important safety measures called for the protections of our school children at Greathouse and Holy Trinity Schools, both located, at that time, on the dangerous Shelbyville Road.

This decision was presented to the schools, who were more that glad to go along with the idea of Zachary Taylor Post to form a School Boy Patrol. The patrol was the first organization of its type in the State of Kentucky.

It was credited with many firsts in the line of safety programs for school children. Success was so great that Middletown, Lyndon, Holy Spirit, Dorsey and O'Bannon schools soon came into the family./ Zachary Taylor Post completely equipped these patrols with belts, badges, and rain equipment.

The American Legion and Colonel Hulsewede were recognized by Governors Ruby Lafton and A. B. "Happy" Chandler for this great safety effort.

The ladies Auxiliary of Zachary Taylor Post have been of tremendous help down through the years with all these various programs, especially their never ending work at the Veterans Hospital.

Zachary Taylor Post has held its meetings in quite a few locations in the St. Matthews area, but now through the unselfish and untiring efforts of Lawrence Richter and his building committee, it has moved into a new home at 4848 Shelbyville Road.

When completed, it will have a lighted athletic field, a picnic area with trees and shrubs, and auditorium seating 300 persons, and meeting halls for use by other Civic Clubs and a Club Room, truly a memorial to past and present Legionnaires.

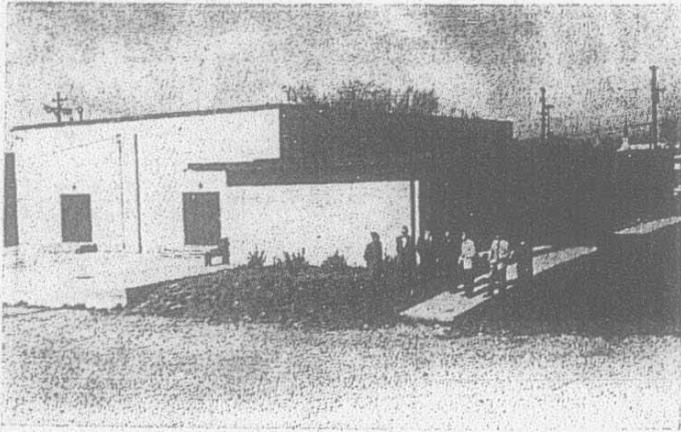
From its original 34 members, the Post has grown by leaps and bounds to its present 810 members. Its present officers are William Burwinkle, commander; Guthrie Meade, vice commander; A. Jackowiet, Jr., vice commander; Tom Webster, adjutant; Frank Becker, Finance officer; Louis Heiman, chaplain; C. A. Hulsewede, Jr., historian; Robert Seng, sergeant-at-arms;

Robert McEnnis, server officer; Robert Dorsey, judge advocate; A. D. "Tony" Zehnder, ex-officio; and C. A. Schultz, Jack Correll, Roy Jackson, executive committee.

William Burwinkle, commander of Zachary Taylor Post 180, has been a member of the American Legion since his discharge from military service in 1948. He served with the Navy during World War II. Through the years with the American Legion, he has served as both junior and senior commander of Post 180. A native of Louisville, Mr. Burnwinkle is a graduate of Male High and the University of Louisville. He is an accountant for Belknap Co. The 43 year old Legionaire is married and the father of tow daughters . They live at 4220 Delphin Road.



Courtesy *The Voice Of St. Matthews:*



THE GREAT, new American Legion Zachary Taylor Post 180 on Shelbyville Road covers a lot of territory. Sitting on 3.8 acres of land, it has 9,127 square feet of floor space. At the extreme left is the unfinished outdoor patio, 42 by 25 feet, sitting next to the auditorium, which measures about 50 by 80 feet. The building was dedicated last week but has been in operation since summer. The St. Matthews Rotary and Jaycees meet there regularly. Building chairman Lawrence Richter and commander William Burwinkle agree that it should be a community building, at the disposal of all local organizations. Already, the Lions have had a dance there, the Lyndon Woman's Club a bazaar, the Jaycees an auction, and the Civil Defense organization a school. Meals are fixed by the Post 180 Auxiliary. The Legionnaires and the Auxiliary had many a headache before the building got up, not the least of which was a zoning problem. But they now have one of the finest Legion Posts in this area, with room for expansion.



OF COURSE, the entire membership of Post 180, plus the Auxiliary, helped build the new home, at a cost of about \$125,000 for building and furnishings (exclusive of land costs). But the actual day-by-day work was the responsibility of these men. They are, seated, Roy Jackson, left, building co-chairman Tony Zehnder, Commander William Burwinkle, building chairman Lawrence Richter, and Martin Bauer, and, standing, Lou Bader, Frank Flower, and house manager Russ DeHaven. They are pictured in the cocktail lounge, which measures 29 by 22 feet. To the left rear, separated by a folding door, is a 24-by-15 recreation room. At right, behind a screen, is the small bar, and to the right of that, a kitchen. A small poker room leads off the recreation room. (Photos by Charles Stone).



THIS IS A corner of the 19 by 25 foot television lounge. It is furnished with a 21-inch TV set, a five-piece sectional divan, two casual chairs, two pull-up chairs, and a bamboo bridge set. There is also an executive committee room, a storage room, a check room, and four rest rooms. The building is of fire-proof construction, and has a hot-water heating system. The exterior is of yellow brick. There is parking for 100 cars, and the Legionnaires plan to build a softball field in back. The poles are up and the lights have been bought. This field will probably relieve the strain on the Community Center's two diamonds across the road, as the Legionnaires plan to open it to a local softball league. As the Post gets more money, it will add to the building. One of the first things on the list is to finish the patio.

Courtesy Pamela L. Flack Key (62):



Gilbert Flack

Gilbert Flack Heads Zachary Taylor Post

Gilbert Flack, World War II veteran, was elected Monday night, June 2, Commander of Zachary Taylor Post No. 180, American Legion, at the regular election meeting. Other officers named were:

G. H. Heuermann, senior vice commander; Gilbert Mueller, junior vice commander; Robert Dorsey, adjutant; L. D. Thomas, chaplain; Herbert Johnson, sergeant-at arms; William Huber, finance officer; Lawrence Richter, historian and Louis P. Hofman, service officer.

Fred O. Kleesattel was named a member of the executive committee and J. C. Stich was named chairman of the publicity committee of the post.

Officers of Zachary Taylor Unit No. 180, American Legion Auxiliary, named at a meeting held June 9, were:

Mrs. Lawrence Richter, president; Mrs. Boyd Robertson, first vice president; Mrs. Martin Bauer, second vice president; Mrs. Alma B. Martin, recording secretary; Mrs. Margaret Goodman, corresponding secretary; Mrs. Arch L. Smith, historian; Mrs. Fred O. Kleesattel, chaplain; Mrs. Edward Malone, sergeant at arms; Mrs. Clarence Otte, ex-officio.

ZACHARY TAYLOR POST BULLETIN

WHAT'S HAPPENING AROUND THE POST

We at Zachary Taylor have suffered a great loss in the death of two of our Past Commanders since last month. The first to pass away was Gilbert "Gil" Flack who was Commander in 1947 and '48. "Gil" will be remembered by some of our older members as one who was very active in the Sea Scouts and Schoolboy Patrol programs.

September, 1979

Courtesy <http://www.zacharytaylorpost180.org/content.php?id=2>

POST HISTORY

It was the year 1924 and lush pasturelands and potato fields surrounded the then rural area of St. Matthews, Kentucky. This small community had seen many of its citizens go away and defend their country in World War I, some of them never to return. However, out of those returning were many young veterans proud of their service in time of war and anxious to promote the principles of freedom and democracy.

The American Legion, founded in 1919 and its aim was to organize all veterans in a comradeship for "GOD AND COUNTRY". Following the National Organization, the American Legion of Kentucky was incorporated on May 31st of that year. This was enough to stimulate the veterans of this community to organize and hold meetings preparatory to petitioning the American Legion Department of Kentucky for a charter. In an assembled meeting at Eline Hall in December 1924, a motion was made to petition for a charter and that the post be named "Zachary Taylor". Although other names had been proposed, it seemed fitting to those veterans present that our new post be named after the twelfth president who was buried nearby in a family plot on Brownsboro Road. That family plot is now Zachary Taylor National Cemetery.

The charter, granted April 25th, 1925 and the Ladies Auxiliary, Unit 180, chartered three years later on July 2nd, 1928. Zachary Taylor, is an asset and a very real part of the community. Its immediate goals were to promote peace, offer assistance to the veterans and their families, and to establish a service to the community. Although the young organization was hard pressed to find and maintain a post home, through dedication and hard work these goals were accomplished and exceeded. By 1932, with membership approaching two hundred, real progress had to occur.

Child welfare was always foremost in the workings of Zachary Taylor Post, and it was here that the first Schoolboy Patrols were organized. Highway markers were erected to caution people to drive carefully and protect children. A Sea Scout unit, formed complete with the ship Zachary Taylor for those nautical outings and training. Over the years, the post fielded and funded many baseball teams - American Legion Baseball, Little League Baseball and Jefferson League Baseball to mention a few.

Picnics and fund raising events have always been a very important part of our service to the community. Probably the "Granddaddy" of them all was the Labor Day Celebration that survived from the late thirties until the middle fifties. It was held each year at the post home on St. Matthews Avenue and nearby Trinity Field. For days, preparations were made for those big kettles of turtle soup and the carnival, and when the big day arrived, the crowds came and gave us their support. The funds were placed in the welfare fund and countless acts of charity have been possible through these endeavors.

Members purchased a house at 137 St. Matthews Avenue, on the corner of Westport Road. They knocked out some walls and had the bar on the first floor and a meeting room on the second floor. When World War II ended, they needed a larger place to hold the meetings, and began holding them in the St. Matthews Armory, now the site of Trinity High School Arts Building.

At a meeting in the late 40's a motion was made to find some property to build a new post home. The site of the current home was found on Shelbyville Road, the membership voted on September 10th, 1951 to buy the property for \$20,000.00 on a 96-month loan at \$253.20 per month beginning on February 1st, 1952.

A building fund, started in 1949, but construction costs for a first class post was high even then, and the means to raise money was limited. However by 1955 the membership had reached nearly 600 members and consisted of builders, architects, plumbers, masons, bricklayers, electricians, roofers, painters, carpenters, i.e., everyone you needed to build the post, so the membership voted to press on with the building. The membership voted to sell part of the property to Austin Pryor (Now Frisch's), in November 1954 for \$38,500.00 in order for the massive amount of materials needed, and the members would do the work on a volunteer basis.

The cornerstone was laid at the end of 1955, with the official dedication to that event on January 21, 1956. There was enough money left over on the original deal to install air conditioning, which was really going first class at that time. The sale of a second piece of the front property to the Inland Oil Company (Now Moby Dick), provided the membership with money to furnish the completed post building. Completed late that summer, the post home was dedicated on November 11, 1956. Past Commander Ed Zhender donated the plaque on the flagpole, while the widow of PFC Clarence Young who was killed in Germany in 1944 donated the first flag.

In 1957, a contract was made to Louisville Asphalt Co, to pay a lump sum of \$1,125.00 to pave an entrance road from Shelbyville Road to Zachary Taylor Post. The contract also stated that any additional work would require a fee of 90 cents per square yard! An additional piece of property, not the site of Frisch's back parking lot, was sold in 1961 for \$15,000.00 to pay for paving the area around the building.

Each Memorial Day, Zachary Taylor Post holds two special services, in addition to participating in the services at the Zachary Taylor Cemetery. At the Point in St. Matthews, the membership pays homage to the twenty-nine young members from the St. Matthews areas that were killed during World War II. The monument, bought and erected by the St. Matthews Women's League following WWII and now a state monument, was once a showpiece, complete with water fountain and flowering gardens. It fell into disarray through neglect until the 1990's, when the membership got involved and took the

Courtesy <http://www.zacharytaylorpost180.org/content.php?id=2>

POST HISTORY

resurrection of the Point on as a project. In March 2004, massive winds broke the flagpole at the Point. Working with the St. Matthews mayor, city council member Gary Vincent, the F.O.P. Lodge, a coalition was put together to replace the flagpole and add flush mounted lighting. After much volunteer work, the area is once again a showplace, and now has several co-sponsors to keep it looking sharp.

The second event is the service at the post home, where special tribute is paid to the members of the post who have passed away during the past year. It is a moving experience and well attended each year by members of the post and folks from the community.

Since it was founded in 1925, the post has seen steady growth, and now has an annual membership of around 600 - plus members. It reached an all time high in 1997 of 811 members, topping the previous all time high of 810.

In 2004, the post hosed a breakfast in conjunction with the World War II dedication in Washington, D.C. The post identified 127 members who were WWII veterans.

Each year the post family (Legion, Auxiliary and Sons of the American Legion) members donate thousands of dollars to local community groups and veterans in need of assistance. Fundraisers to support these programs have changed over the years, however the needs and the Legion's assistance have remained the same. The carnivals were discontinued due to the unpredictability of the weather, while the " bucket brigade " at local intersections was discontinued due to the danger involved. In their place, the raffles and golf scrambles are held in lieu of the former fundraisers.

In 1992, we were honored when Joseph B. Delaney, (post commander 1973-1974 and 1987-1988) became the first Zachary Taylor member to be elected as American Legion Department of Kentucky Commander.

In 2008, we were honored again when Teddy W. Austin, (post commander 1993-94, 1994-95, 1999-2000, 2000-01, 2001-02, 2003-04, and 2004-05) became the second Zachary Taylor member to be elected as American Legion Department of Kentucky Commander.

Our thanks to Ted Austin whom compiled this history with thanks to Paul Layman, Karl Krebs and John Link for their valuable recollections and documentation.



Places You Will Remember-In More Detail:

American Legion Zachary Taylor

Courtesy Al Ring, May 2008:



Courtesy, *A place in time, The story of Louisville's neighborhoods, 1989*, by *The Courier Journal* and *Louisville Times Company*, David Hawpe, Nina Walfoort.

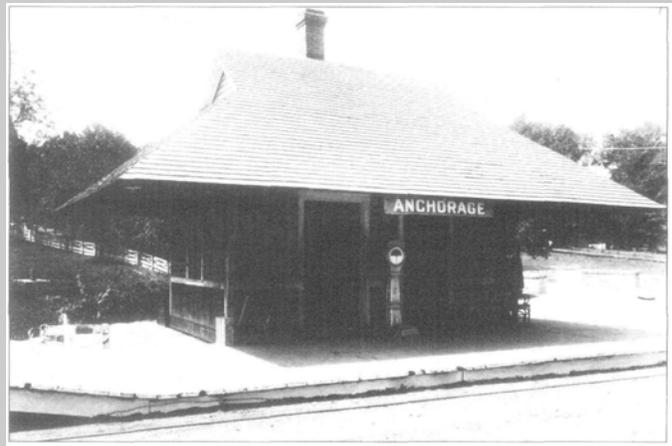
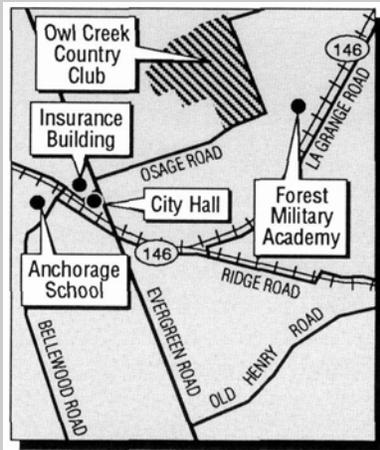
Anchorage

Edward Hobbs gave the town strong roots for growth; river captain provided the name.

By John Ed Pearce



A small train station operated in Anchorage in the early 1900s. The community was served by two railroads, the interurban and the L&N line. →



MUCH OF THE history of Anchorage revolves around Edward Hobbs, a surveyor, architect, builder, naturalist and businessman who moved there in 1844. His mark is still indelibly on the town.

He planted hundreds of trees along the winding lanes of the early village; most are still standing. He was also president of the Louisville-to-Frankfort Short Line railroad that came through Anchorage in 1849 (it later became part of the Louisville & Nashville), and the depot gave the community its first name, Hobbs Station.

Martin Brengman settled near what is now Anchorage in 1794, and 61 years later his granddaugh-ter married retired river-boat captain James Goslee, who brought with him an old anchor that he placed on his front lawn on Evergreen Road. He declared that he had found his final anchorage, the name that he gave to his home and that the village ultimately adopted.

Goslee was killed in 1875 by one of Hobbs' trains at Evergreen and Ridge roads, and when the town was incorporated three years later, it was named after his home. It had a post office, a depot, a store and two churches, one named for Hobbs. Hobbs Chapel is still stand-ing, though not in use.

Part of Anchorage's charm stems from the survival of so many of the big homes of its original settlers. On Lucas Lane, the Ken and Julie Sales family lives in the log house (improved and enlarged) that Isaac Hite built in 1778 after he returned from fighting with Daniel Boone and George Rogers Clark.

Log Cabin Lane gets its name from the cabin, still standing, that John McMichael built in 1840. Evergreen Road is named for the estate of Edward Hobbs, and the James Hannah home, built before L&N Railroad tracks cut through his front yard, is now the City Hall.

In the post-Civil War era, the area boasted three private schools.

Bellewood Seminary, a finishing school for girls, flourished, then slowly lost enrollment and was con-verted into the Presbyterian Children's Home. Pine Hill Boarding School for Boys on Lucas Lane is now a residence.

The Forest Military Academy was ravaged by fire and eventually sold to Sam Friedman, whose wife, Anna, made it the site of the annu-al Kentucky Colonels' Barbecue (since moved to Bardstown).

Between 1880 and 1900 Anchorage became a favorite site of summer homes for wealthy Louisvillans. There was a lot of social life, prompting the establishment of a country club. But it had no golf course, and when golf became something of a craze during the Roaring Twenties, a group of citizens decided that better facilities were needed, and the old club was merged into Owl Creek.

The train station is almost the only reminder of the old interurban railroad, which kept Anchorage from becoming simply a cluster of summer homes and helped it to become a real town. In 1900 Percival Moore, a rich Anchorage resident with a keen head for business, founded the Louisville, Anchorage & PeWee Electric Railway, known thereafter as the interurban.

Before the interurban, people working in Louisville had to wait for the infrequent L&N runs or endure a 20-mile buggy ride. The interurban put them in downtown in time for work and got them home for dinner. Anchorage sprouted more year-round homes. Two years later the town board voted to hire a policeman "to ferret out and arrest burglars, clean the depot platforms and break up crap games." By 1909 a committee was investigating ways to get city water.

Courtesy A place in time, The story of Louisville's neighborhoods, 1989, by *The Courier Journal* and *Louisville Times Company*, David Hawpe, Nina Walfoort.

Anchorage

Edward Hobbs gave the town strong roots for growth; river captain provided the name.

By John Ed Pearce

If there was a red-letter year for Anchorage, it was probably 1911, when the Citizens National Life Insurance Co. arrived and built what has since been known as the insurance building. Taxes paid by the company enabled the town to develop the Anchorage Graded and High School, which has been the heart of the town ever since.

It got another windfall in 1916, when the Southern Pacific Railroad moved its corporate headquarters into the insurance building. The tax yield was a boon to Anchorage, enabling it to keep taxes low and services high, and to maintain a fine school.

"We had perhaps the finest school in the state," Mayor Peyton Hoge III recalled. "Many of the faculty members were qualified to teach in college. We had a great football team. No one thought of sending a child to private school; everyone took part."

But the good times faded some-what with the Depression. In 1932 the Southern Pacific moved its offices to Woodford County. The tax loss forced the school to cut its expenses sharply for the first time.

"Money from the Southern Pacific built our school," said resident May Jones, "and when the railroad moved, it took the icing from the cake. We still had the insurance company, and its taxes kept us on a high level for a while, but when it left, we had to fall back on our-selves, had to raise taxes sharply."

And in 1937 the interurban stopped running. "The competition of cars and buses was too much," Hoge said.

In the years after World War II, the town's attractiveness threatened to become its undoing. Little-lot subdivisions were springing up around the county. Anchorage was torn by battles to preserve its big lots and to prevent encroachment by industry.

The town opposed, successfully, an attempt to build a filling station where the train station, now renovated as a restaurant, stands. The citizens then turned their guns on an effort by William Reynolds to locate a headquarters-research unit of the Reynolds Metals Co. north of town, roughly where E. P. "Tom" Sawyer State Park is now. It was not an official action, but so much opposition was generated that Reynolds abandoned the plan, then moved his headquarters, and his home, to Richmond, Va.

Fears of such intrusion later came true when the Ford truck plant was built on Chamberlain Lane, just northeast of the city.

"We didn't want the Ford plant," said Hoge. "It was rammed down our throats. They put it just far enough away so that we couldn't annex it and get any taxes from it, but we got all the headaches."

Suddenly, a flood of workers and equipment for the vast plant poured through Anchorage, which doubled the size of its seven-man police force and set out to slow the through traffic. In a year, fines rose from \$3,500 to \$45,000.

An even more bitter fight erupted when George Egger, major land-owner, proposed to develop 160 homes along Lucas Lane.

"Before 1960," said Mildred Ewen, "people here didn't really appreciate what they had. Then George Egger planned to build homes on little, half-acre lots. He would have had his own sewage-treatment plant, and the effluent would have run right through town toward the lake on Lakeland Road.

"I called the Preservation Alliance, and John Allen surveyed our town and selected houses for preservation. Mary Oppel helped us put together an application for designation as a Historic District, and we were so designated by the Interior Department. That made the devel-opers realize that they would have substantial opposition."

City Hall also wheeled into action.

"We had a public meeting, and over 70 percent of the people op-posed the plan," recalled Hoge. "That was during my first year as mayor. After the meeting Mrs. Eg-ger came up to me and said, Pey-ton, I hear they don't pay you anything to be mayor. Well, I want you to know you're worth every penny of it."



The L&N Railroad once used this building. Later it became the post office until a new one was built for Anchorage in 1941.

Places You Will Remember-In More Detail:

Ashbury-Berman Drugstore

Courtesy *The Voice Of St. Matthews:*

ASH NEAR AS YOUR PHONE BE. 5413

LOUISE WARE
CLARENCE MCGAUGHAY
P. L. "DOC" ASHBURY
ELLIS CARTER
MARY SCHWAPPIE
GENE BAKER
LUCILLE NEIBUS
BARBARA ASHBURY
GEORGE TAYLOR
EDGAR KOCH
MARIE HARDY
LISKA TOWNSEND
LOUIS HART
KENDRICK BINNS
EDDIE WORTH

The Courier-Journal & Louisville Times Company:

The intersection of Shelbyville road and Breckenridge Lane was already busy by 1955. Saint Matthews Station shopping mall has replaced the drugstore.

September 27, 1956



Courtesy *The Voice Of St. Matthews:*

Bacon's Get Possession Of St. M. Store Site; Construction Starts Soon

Bacon's took possession on Wednesday, Oct. 1, of its St. Matthews site for a new two-floor department store on Frankfort Ave., Harold Johnson, president, announced.

Construction of the store building will begin as soon as possible after the ground has been cleared with opening of the new store planned for fall, 1953.

Johnson told *The Voice* Wednesday that Bacon's was fortunate in obtaining possession of the property three months earlier than planned, but the recent steel strikes may delay steel shipments, making it impossible to predict the completion time.

The 166 ft. frontage on Frankfort Ave., has been occupied by Sanders Cleaners, which moved to its new building on St. Matthews Ave. last week; by the Spur Distributing Co. gasoline station, which is moving out this week; and by the old Bauer Homestead residence, which has been sold and will be removed.

Floyd Robinson, superintendent of construction for the parent company, has moved to St. Matthews and now resides on Chenoweth Lane. Having built several stores for the company, he has now taken charge of construction of the new Bacon's store here.

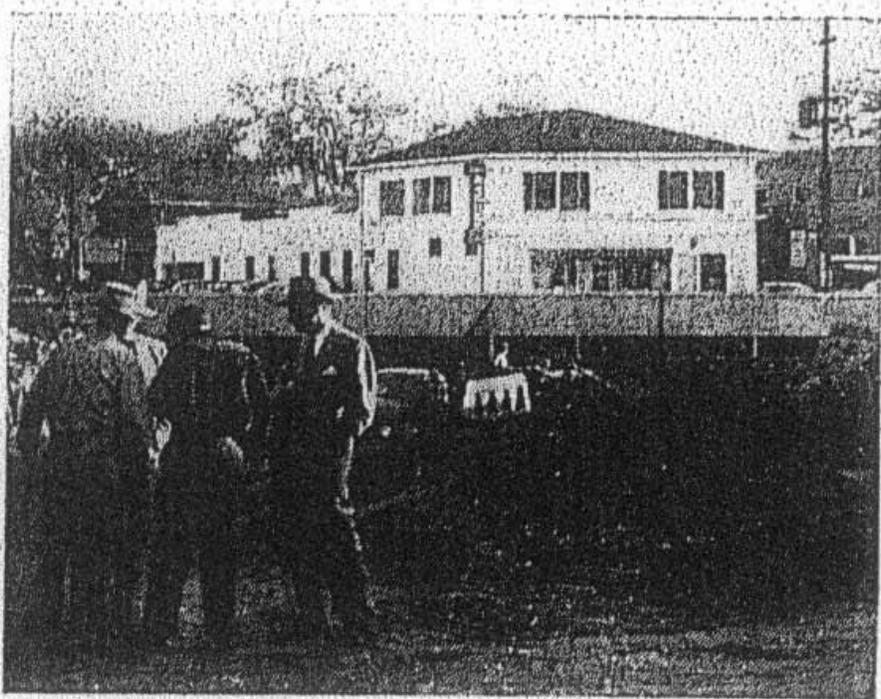
Located between the A. & P. Super Market and the Barbara Clarke store, Bacon's store will be of the most modern suburban type, with floor space of 38,000 square feet, Johnson pointed out.

Measuring 120x143 ft., the building will have two sales floors with a half-basement for utilities and stock. With a 150-car parking lot at the rear, the building will have two "fronts" of white painted brick and field-stone.

Patrons may use any one of three means of driving into the parking lot, Johnson added. One-way driveways on each side of the building will permit entrance from Frankfort Ave. and egress to the street. Those driveways will be landscaped to present a pleasing appearance.

The parking lot will also be accessible from Westport Road and from St. Matthews Ave. Surfacing of the lot was completed in July.

Several changes have been made in the original plans for the building, Bacon's president added, to make the St. Matthews store the most modern suburban department store in the country.

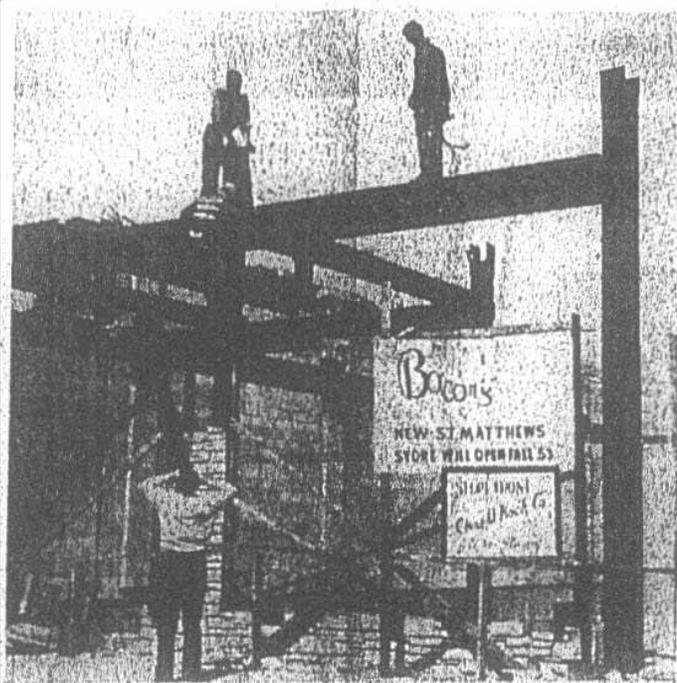


Harold Johnson, right, president of Bacon's, talked over the obstacles found in excavating the basement for the new department store in St. Matthews. With him are F. M. Robinson and J. F. Kelly, in charge of construction, and G. R. Ralston, Buechel, carpenter foreman. The residence building at left has been purchased by Holy Trinity church and is being moved to the site of the new church adjoining Cherrywood Road.

October 30, 1952

October 2, 1952

Courtesy <http://pastperfectvintage.com/louisvillestores.htm>



April 9, 1953

—Voice photo by Ann

Construction workers place steel girders in place for Bacon's new St. Matthews store. The steel arrived last week and Bacon's General Manager, Harold Johnson, said he is hiring help for the new store, which he expects to be completed in September. Johnson already has a manager ready, is interviewing people for executive positions, many of which will be filled from the downtown store. Sales people will be interviewed next month. He says he will need about 80 people plus extra help for weekends and nights.

August 27, 1953

Bacon's Opens Today

Refrigerator, TV, Other Gifts Will Be Given

Bacon's St. Matthews store will open formally this morning at 10 o'clock.

Everyone entering the store this morning will be allowed to register for \$1,500 worth of gifts to be given away tomorrow, Urban J. Dischinger, manager, announced. No purchase is necessary.

The gifts will include a refrigerator, washer, a gas range, a television set, and other items.

Col. A. H. Morris, a Bacon employee for 55 years, and Harold Johnson, Jr., son of Bacon's president, will cut the ribbon in a ceremony to open the new store, located at 3937 Frankfort Ave.

Dischinger said the store would handle a complete line of department store goods, except for furniture and china.

Store hours will be from 10 a.m. to 5 p.m. on Mondays, Tuesdays, Wednesdays, and Saturdays. The store will be open from 11 a.m. to 9 p.m. on Thursdays and Fridays.

Dischinger has been with



READY TO OPEN is the theme of this picture, snapped at Bacon's new store this week. Urban Dischinger, store manager, and Mary E. Harrell, 160 Lyndon Lane, dress buyer, pull the wraps off a rack of dresses, readying for today's grand opening.

Bacon's for 20 years. He was of floor space, began last fall. manager of the Jeffersonville. The parking lot in the rear will store six years. accomodate 330 cars.

Construction of the two-story The store will have a sales building, with 52,000 square feet force of 125.

Courtesy <http://pastperfectvintage.com/louisvillestores.htm>

Building Contractors Congratulate Bacon's



Under construction since last fall, the new two-story Bacon's department store building will open at 10 a.m. today with a ribbon-cutting ceremony that marks completion of construction and the beginning of the building's use as a marketing center. Old buildings on the site were either torn down or moved to make way for the new structure and the immense parking lot at the rear of the store, which is pictured above. One way drives at the sides of the building provide access to the parking lot from Frankfort Ave. and return. The lot extends back to Westport Road.

August 27, 1953

Courtesy <http://hansenpaintmetal.com/>

A. L. Hansen Paint & Metal Shop, Inc. Established 1908 by A. L. Ollie Hansen

At the turn of the century, Mr. Hansen was painting houses, picket fences, buggies and whatever else needed painting. The automotive industries started rolling, in which Mr. Hansen had foreseen the consumer's need for automotive care. He established his company in 1908; located in St. Matthews, Kentucky, where it became a complete success. An employee James (Jim) B. Brangers and William F. Datwyler purchased the company from Mr. Hansen upon his retirement in 1955. Mr. Hansen sold the property in St. Matthews to Bacon's Department store. Mr. Brangers and Mr. Datwyler purchased property at 2620 West Chestnut St in Downtown Louisville. Relocating the business in 1956, where it resides today. In 1977, Mr. Brangers and Mr. Datwyler retired. They sold the business to Mr. Brangers' son, James (Jim) J. Brangers Sr.. He operates the business with the help of his wife Marcella; daughter, Wanda; and son, Joe. They have a group of fine professional men that work with them. In 1998, the property next door was purchased for office use.

Courtesy <http://pastperfectvintage.com/louisvillestores.htm>

Bacon's - Founded in 1845 by Jeremiah Bacon as **J. Bacon's and Sons**, Bacon's became a midlevel full line department store. They were purchased by Mercantile in 1914. Their advertising claimed: "*J. Bacon & Sons "Where Quality Cost Less"*". Bacon's occupied the Market St. location on the south side between 3rd and 4th at 330 - 334 from 1901 to 1972. In the 1920s, the president and general manager was A. H. Morris and an additional Bacon's location was located at 213 - 217 S. 4th. A 1949 a woven chambray dress ran \$4.99 in the Cotton Shop on the balcony. In 1951, J. Bacon and Sons built a \$1 million free standing department store on Shelbyville Rd. as their first major venture outside of downtown. Bacon's was the first large suburban department store in the area. They found they had to upgrade their merchandise to appeal to the East End suburban shopper. Bacon's eventually had at least 7 stores in the Louisville and Jefferson County area, including one at the 4th St. Galleria. Bacon's was bought out by Dillard's in 1998.

Photo courtesy Al Ring, June 2008



Courtesy of Bluegrass-St. Matthews Historical Society: August 1960



Places You Will Remember-In More Detail: Bauer's-LaPaloma-Azalea Restaurant

Courtesy *The Voice-Tribune*, by Jacob Glassner, June, 5, 2008:

Landmark status sought to save Azalea site — Hearing set for June 9

The yellow sign duct taped near the front door of the old Bauer's and Azalea restaurant reads: "Notice of intent to demolish."

Azalea closed last August, but neighbors of the restaurant are fighting to make sure the intent to demolish doesn't become a reality.

The property on Brownsboro Road has been owned by the Bauer family for 140 years. A proposal to raze the restaurant and a brick house on the property and build a Rite-Aid Pharmacy was presented to neighbors at a meeting in April.

"The community is outraged just because we don't want to see everything torn down," said Melissa Gay, president of the Mockingbird Gardens Neighborhood Association. "People are emotionally attached for the times they have been at the restaurant."

A Heine Brothers coffee shop is another possible addition mentioned during the April meeting.

Phone calls to the attorney representing the Bauer family were not returned.

Because the property already is zoned C-2 commercial, a zoning change isn't needed to make changes to the property. So opponents of the development filed a request with the Louisville Metro Historic Landmarks and Preservation District Commission to give the property a local landmark designation. Such a designation would require developers to get a certificate of appropriateness before making changes to the property; the Landmarks Commission would have oversight of what is appropriate.

Landmark status "gives the community a form in which they can be heard, and they have to be taken into account about how this property is developed," said attorney Michael Tigue, who submitted the designation request.

The Landmarks Commission will hold a public hearing to consider the Local Landmark Designation of the Bauer's property on Monday, June 9, at 6 p.m. at Second Presbyterian Church, 3701 Old Brownsboro Road.

"This is the most important time to come out and make yourself be heard," Tigue said.

The Landmarks Commission moved up the date of the meeting because of the impending demolition order. The commission could possibly vote and make a decision that night on landmark status, which would be effective immediately, Tigue added.

Property's significance: The one-and-a-half-story building that housed Bauer's restaurant was built between 1868 and 1869, according to the Landmarks Commission report on the property. The building was expanded in 1924 and 1950; a 1984 fire that caused extensive damage to the back of the building led to another renovation.

"This property has a cultural and a social significance to this area that is very, very important to the people who live in this community," Tigue said. "It has been the hub of their social dialogue for 139 years."

Because of the renovations, the property is not eligible for landmark status based on architecture.

Tigue said that landmark status is not dependent on the architectural importance of the property; social and cultural importance is just as relevant.

A property must meet at least one of nine designation criteria to be deemed a local landmark. According to the Landmarks Commission report, the property meets six of those criteria.

A petition with more than 200 signatures of opponents of the development also was submitted to the Landmarks Commission for consideration.

Rolling Fields Mayor Bill Conway said that in his 10 years as mayor he has never seen such an outcry over a proposed development.

"Bauer's has been a cultural and historic anchor to the community," Conway said. "People have so many memories of Bauer's, and subsequently La Paloma and Azalea."

He added that he'd like to see "something there that is of value to the community and maintains the cultural and historic significance of the site."



The building that housed the old Bauer's and Azalea restaurant currently is slated for demolition.

JACOB GLASSNER | Voice-Tribune

Places You Will Remember-In More Detail: Bauer's-LaPaloma-Azalea Restaurant

Courtesy *The Voice-Tribune*, by Jacob Glassner, June, 5, 2008:

Landmark status sought to save Azalea site — Hearing set for June 9

140 years of History: John Bauer, an immigrant from Stuttgart, Germany, and his wife, Barbara, bought the property in 1868, according to the Landmarks Commission report.

A roadside marker placed on the property by the Kentucky Historical Society in 1985 says that the property served as a blacksmith shop, wagon making shop and general store.

Because the property was situated about three miles from Louisville on a major turnpike, it served as a stopping place for travelers and farmers on their way to town, according to the Landmarks Commission report. Eventually, the Bauers established a gas station, liquor store and restaurant on the property.

Bauer's Restaurant opened in 1918 and soon became a popular roadside eatery.

Bauer's closed in 1990, and a pair of local restaurateurs reopened the restaurant as La Paloma. In 1994 La Paloma became Azalea, which closed last August.

Traffic concerns: The western portion of the property borders Mockingbird Gardens Drive (which serves as the entrance to the Mockingbird Gardens neighborhood), and Gay said she is worried about an influx of traffic on Mockingbird Gardens Drive.

She added that neighbors would be "thrilled" with a development that fits the community.

"It appears that no effort was made to take into consideration what this property was to the community," Tigue said. "It doesn't appear that they made any effort ... to incorporate any of the architectural aspects of the existing building."

No guarantees: Tigue said that local landmark designation "is not a guarantee that the property won't be ultimately demolished ... it puts the burden upon the developers to substantiate why the property can't be utilized in a manner that is consistent with its current set-up."

However, without the designation the property could be demolished a few weeks after the hearing.

Courtesy, <http://www.iglou.com/restaurants/azalea.shtml>

Robin Garr's Louisville Restaurant Reviews (Edited)

I suspect that most of us who've been around Louisville for any length of time still think of this comfortable old East End farmhouse as Bauer's, the upscale, down-home restaurant that was here for more than a century.

Then in the late '80s La Paloma came to this space with its creative Latin cuisine and quickly developed an intensely loyal following all its own. But it, too, closed, to be replaced by Azalea, a Kentucky outpost of celebrity chef Tom Catherall's glitzy eatery that had introduced "fusion" cuisine to Atlanta in 1990.



Courtesy *The Voice-Tribune*, by Jacob Glassner, February 4, 2010:

New restaurant, Rite-Aid planned for Bauer's site



Courtesy of Studio A Architecture
This rendering depicts the current restaurant with the proposed Rite-Aid in the background.

By JACOB GLASSNER | News Editor

The site of the old Bauer's Family Restaurant has stood on Brownsboro Road for generations, but its future has been uncertain in recent years. Not any longer.

After two years of negotiations, the Bauer family, which has owned the property since 1868, and the residents of nearby Mockingbird Gardens have reached an agreement on a proposed redevelopment plan for the property.

A Rite-Aid is to be built on the southern portion of the property, and the existing restaurant building will become home to a new restaurant called Monterey, according to Skee Bauer, who owns the property with his father and brother.

"It should be a real asset to the neighborhood, at least that's what our goal is," Bauer said.

The initial plan for the property, which was presented to neighbors two years ago, called for the demolition of the restaurant to make way for a Rite-Aid. Opposition to that plan led to a public hearing in June 2008 during which the Louisville Metro Historic Landmarks and Preservation Districts Commission deemed the building a local landmark, which protected it from demolition.

See Page A-2

Rite-Aid planned for Bauer's site

From Page A-1

"We knew there were going to be issues with whatever we decided to do there," Bauer said.

Bauer hired Bill Northcut, a consultant with New Realty Advisors, who began working closely with Mockingbird Garden Homeowners' Association representatives Bob DeSpain and Mike Lewis to negotiate a compromise on the development.

"We've come a long way in the last 10 months," Northcut said. "We came up with a plan that was a better plan."

That plan includes the retention and renovation of the restaurant building, a Rite-Aid with a redesigned facade placed further back on the property and a series of walls and landscaping to shield the entrance to Mockingbird Gardens.

DeSpain said the plan was presented at a meeting of about 70 residents of Mockingbird Gardens earlier this week, and residents were in "unanimous agreement" on it.

"The building had to fit what our neighborhood looks like," DeSpain said. "It was important for us that they put a viable business in" the restaurant space.

Bauer said the interior dimensions of the 14,700-square-foot Rite-Aid haven't changed since the first proposal, but

he hired architect Vadim Kaplan, president of Studio A Architecture, to modify the facade of the Rite-Aid to make it blend with the neighborhood.

Kaplan, who also worked on Westport Village, created a varied roofline and lowered the elevation of the building to be closer to the height of the existing restaurant.

"Visually, it's much more appealing," Bauer said.

Kaplan also will handle the design for the renovation of the restaurant, which will include removing a modern addition to the rear of the building. The popular patio area will remain.

"It's basically going to be a brand new building that will have every bit of the appearance of the original building," Bauer said. "Some aspects will revert back to the way it looked in the '40s."

Bauer said input has been sought from the neighborhood, the landmarks commission and Metro Development on the renovation.

Monterey, the restaurant to occupy the renovated building, is the endeavor of Terri Cardwell, owner of Parallel 38, 211 Clover Lane owner Andrew Smith and 211 Clover executive chef Troy Schuster.

The upscale restaurant will have a casual, family-friend-

ly atmosphere, Cardwell said, and the menu will feature affordable dishes with influences from Northern California, Southern France and Tuscany.

Most dishes, such as pizzas and roasted fish and meats, will begin or finish in a wood-burning oven, Cardwell said. Entree prices will range from \$15 to \$27.

Cardwell said she and her partners saw the "need for a comfortable and attractive place where people can stop by and enjoy themselves."

She saw the Bauer property as a perfect location.

"There would only be one location I would be involved with, and this is it," she said.

Pending some government approvals of the plans, Bauer said he hopes to begin the construction process in March or early April with completion by the holidays. He would not comment on the total cost.

The first order of business will be adding landscaping to the parking lot in front of Doll's Market.

"Our cars will stay open throughout the construction process," Bauer said.

He does not plan any additional development on the land.

"This will fill it up," he said.

Places You Will Remember-In More Detail:

Beech Bend Raceway Park

Courtesy <http://www.beechbend.com/Dragstrip.htm>



Located on 368 acres, these beautiful rolling hills in Bowling Green, Kentucky are covered with beech trees and are bounded by the Barren River . . . thus the name "Beech Bend."

Beech Bend has been providing family entertainment since 1898.

Click on the buttons at the top of the page and step into the world of Beech Bend. As a one of a kind facility, Beech Bend has a lot to offer and will continue to evolve with new rides, facilities, races and special events. The main attraction here is fun.

Bring your family and friends and enjoy the tradition that is Beech Bend Park!

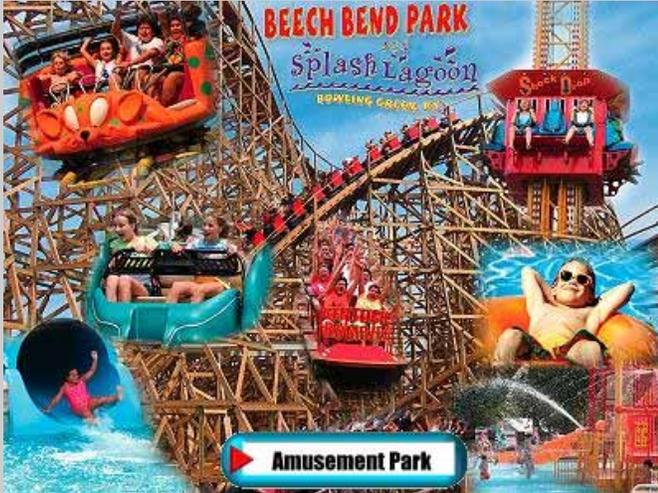
Dallas and Alfreda Jones

NOTE: For those in the 50s and 60s that were interested in drag racing and oval track racing this was the place to go.

Places You Will Remember-In More Detail:

Beech Bend Raceway Park

Courtesy <http://www.beechbend.com/Dragstrip.htm>



Courtesy <http://belleoflouisville.org/aboutus/?pageid=history>

Belle of Louisville, Legendary Lady

The steamboat now known as the *Belle of Louisville* first floated on the Allegheny River at Pittsburgh. She was built there by James Rees & Sons Company for the West Memphis Packet Company in 1914. Her original name was the *Idlewild*, and her sturdy, well-built frame sat atop a steel hull that needed only five feet of water to float. Such a shallow draft allowed her passage on practically every navigable waterway in the country - a feature she has used to its full advantage throughout her remarkable life.

The *Idlewild* operated as a passenger ferry between Memphis, Tennessee and West Memphis, Arkansas. She also hauled cargo like cotton, lumber, and grain.

During the 1920's the *Idlewild* took on a "tramp's" life. "Tramping" was the term used when steamboats traveled from town to town doing excursions from various points along a river. The *Idlewild* tramped the Ohio, Illinois, Mississippi and Missouri River systems.

Chartered by the Rose Island Company, the *Idlewild* arrived at Louisville in 1931. She ran trips that season between Fontaine Ferry amusement park near downtown Louisville and Rose Island, a resort about 14 miles upriver from Louisville.

In 1934, the *Idlewild* returned to Louisville and operated a regular excursion schedule through World War Two. She did her duty like everyone else during the war. The *Idlewild* was outfitted with special equipment to push oil barges along the river. But she wasn't all work and no play. The steamboat also served as a floating USO nightclub for troops stationed at military bases along the Mississippi.

The Avalon Era

In 1947, the *Idlewild* was sold to J. Herod Gorsage, and her name was changed to the *Avalon* the following year. The name change had been the deathbed wish of the boat's master, Captain Ben Winters, whose career had started aboard a different steamboat called the *Avalon*.

A group of investors based in Cincinnati bought the *Avalon* in 1949. Over the next 13 years, she became the most widely traveled river steamer in the country. The *Avalon* pulled into ports all along the Mississippi, Missouri, St. Croix, Illinois, Kanawha, Ohio, and Cumberland rivers. Her many stops included Omaha, Nebraska; Stillwater, Minnesota; Montgomery, West Virginia; and Nashville, Tennessee.

But by 1962, the *Avalon* was a sorry sight. In desperate need of major repairs and improvements, the boat was literally days away from the scrap yard when an auctioneer offered to put the doomed steamboat on the auction block. Her salvation came from Kentucky. At the auction, Jefferson County Judge/Executive Marlow Cook offered the highest bid. He bought the boat for \$34,000 with county funds.

The Belle of Louisville

Along with her new life on the Louisville waterfront came a new name - the *Belle of Louisville*. Many hours went into repairing and restoring the boat. She needed a tremendous amount of time and attention before being suitable for passengers again.

On April 30, 1963, the *Belle* made her first cruise in a race against the *Delta Queen* steamboat. That race was the beginning of an unparalleled river tradition. The *Belle* and the *Queen* still square off every year on the Wednesday before the Derby.

Although some citizens opposed the purchase of the boat in 1962, the *Belle* quickly endeared herself to the area. She not only belongs to this community, she is also a beloved member of it.

The *Belle* is now recognized as the oldest river steamboat still in operation. She was designated a National Historic Landmark in 1989, and celebrated her 90th birthday in 2004. The *Belle* continues to be owned and operated by the Louisville Metro Government.

No other river steamboat in American history has lasted as long, been to as many places, or traveled as many miles as the



The Idlewild under construction. She has outlived the men who built her



The Idlewild at the Louisville wharf in the 1930s



Tramping on the Ohio River. The Idlewild at Madison, Indiana circa 1934



Passengers board the Avalon in Southern Indiana

Places You Will Remember-In More Detail:

Belle of Louisville

Courtesy <http://belleoflouisville.org/aboutus/?pageid=history>

Belle of Louisville. Her name and outward appearance have changed over the years, but her steam-powered soul and structure are pure turn-of-the-century paddle-wheeler. She can't wait to welcome you aboard!

Spirit of Jefferson

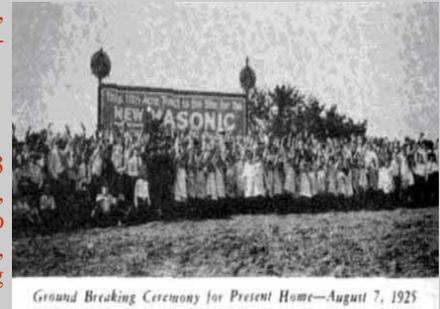
The *Spirit of Jefferson's* journey began 36 years ago. She was built in Iowa in 1963 by the Dubuque Boat and Boiler Company for Streckfus Steamers of St. Louis, Missouri. The boat cruised out of New Orleans as the *Mark Twain* from 1963 to 1970. After that, she made her way up the Mississippi River to St. Louis. There, she was renamed the *Huck Finn*. For 25 years, she offered dinner and sightseeing cruises from just below the St. Louis Arch.

In December of 1995, Jefferson County, Kentucky bought the boat. After a three year search for the right riverboat, Judge/Executive David L. Armstrong purchased her for \$395,000.

The following year, Judge Armstrong's office conducted a contest to rename the boat. Over 3,000 entries were received. The *Huck Finn* became the *Spirit of Jefferson* in April of 1996. Her name honors her home county and the great Thomas Jefferson.

Along with the historic *Steamer Belle of Louisville*, the *Spirit* is owned and operated by the Louisville Metro Government. With her charm, spunk, and flexibility, the *Spirit of Jefferson* makes for wonderful memories along the Ohio River. She has the look and feel of an old-time steamboat, with the modern conveniences of heat, air conditioning, and more.

Join her for a journey, and see for yourself!



Ground Breaking Ceremony for Present Home—August 7, 1925

With their annual race, the *belle* and the *Delta Queen* keep a unique river tradition alive



The *Belle of Louisville* at the Louisville Wharf



How does a riverboat built for the Louisiana bayou end up in Louisville, Kentucky?

Built: James Rees & Sons Company
Pittsburgh, PA as *Idlewild* (1914)
Maximum Passenger Capacity: 750
Seasonal Passenger Capacities:

April - October: 750

November - December: 300

Amenities: Concession stand & bar, dance floor, stage, full on-board sound system, indoor & outdoor seating.

Owned & Operated: Louisville-Jefferson County Metro Government



Spirit of Jefferson

Built: Dubuque Boat and Boiler Company
Iowa as *Mark Twain* (1963)

Year Round Passenger Capacity: 150

Amenities: Fully heated, Air Conditioning, concession stand & bar, dance floor, stage, full on-board sound system, indoor & outdoor seating.

Owned & Operated: Louisville-Jefferson County Metro Government

Also Available for Dockside Events
502-574-2992



Courtesy <http://www.bernheim.org/index.html>

Isaac W. Bernheim established Bernheim Arboretum and Research Forest in 1929. I. W. Bernheim (1848-1945) was a German immigrant who settled in Kentucky. From a humble beginning as a peddler, he became successful in the whiskey distilling business where he established the I. W. Harper brand. Grateful for his good fortune, he gave Bernheim Arboretum and Research Forest to the people of Kentucky as a gift.

"...I have expressed my intention that said property ... be held in trust ... and said fourteen thousand (14,000) acres be used for a park, for an arboretum, and, under certain conditions, for a museum, all of which are to be developed and forever maintained ... for the people of Kentucky, and their friends, as a place to further their love of the beautiful in nature and in art, and in kindred cultural subjects, and for educational purposes, and as a means of strengthening their love and devotion to their state and country."

----- I.W. Bernheim

Timeline

1928 Isaac W. Bernheim purchases 14,000 acres of heavily logged and worn out farm land in Bullitt and Nelson Counties, Kentucky.

1929 Bernheim Arboretum and Research Forest is established on May 10.

1931 The Frederick Law Olmsted landscape design firm of Brookline, Massachusetts begins work on a major site plan for the landscape arboretum.

1935 The original landscape design created by the Olmsted firm is adopted.

1939 The Cedar Lakes and Mac's Lake are created.

1945 Isaac Wolfe Bernheim dies in California at the age of 96.

1949 Lake Nevin is impounded and named in honor of Mr. Hugh L. Nevin, former President of the Board of Trustees.

1950 Bernheim Forest opens to the public in July.

1952 The ginkgo trees in the Big Meadow are first planted.

1954 The beech section in the Big Meadow is first planted.

1955 The nut tree section is started in the arboretum.

1955 The Olmsted firm creates the original design for the tablet area.

1956 Mr. and Mrs. Bernheim's graves and the monument "Let There Be Light" are moved from Cave Hill cemetery in Louisville to a memorial site in the Arboretum designed by the Olmsted firm.

1960 The Sun and Shade Trail is established to grow plants requiring varying amounts of sun and shade.

1961 The Nature Museum is built, offering school children and visitors programs about birds, wildflowers, history, horticulture and nature.

1963 The Arboretum Center is built by Lake Nevin, showcasing smaller plantings.

1965 The lilac plantings in the Big Meadow begin.

1966 Virginia pines are transplanted from the Tower Road to the Pines Picnic area.

1969 The Quiet Garden and walkway from the Arboretum Center are built.



Places You Will Remember-In More Detail:

Bernheim Forest-Arboretum

Courtesy <http://www.bernheim.org/index.html>

1972 Initial planting of the Legend Trail and dwarf conifer beds.

1976 The Holly collection undergoes significant expansion, to become the largest collection of American hollies in North America.

1981 The limestone sculpture by Paul Fields is placed near the entrance to the Sun and Shade Trail.

1982 Wild turkeys are successfully reintroduced at Bernheim. The Bernheim population becomes an important foundation stock for reintroducing turkeys throughout Kentucky.

1988 Bernheim begins developing a long-range, strategic management plan.

1992 A new road is built to showcase the holly collection and create a continuous loop through the arboretum.

1994 Buddy Hubbuch, Bernheim Director of Horticulture, registers a new variety of American holly, called 'Marilyn,' with the Holly Society of America.

1995 Hybrid varieties of the once common but now nearly extinct American chestnut trees are planted in the research forest as part of an effort to find a variety resistant to the chestnut blight.

1996 A holly registered at Bernheim, Galyean Gold, is selected to represent the Holly Society of America's fiftieth annual meeting.

1997 Nature Center is renovated to house administrative offices and a visitors center.

2004 The new Research Center opens.

2005 The new green Visitor Center opens to the public.

2005 2005 Business Conservation Partner of the Year from Kentucky Department of Fish & Wildlife Resources.

2005 AIA Kentucky Chapter 2005 Excellence in Design Honor Award.

2006 Dream Client of the Year from "Building & Construction Magazine."

2007 Platinum LEED Green Building Certification from USGBC, first in several state region.



Visitor Center w/ Isacc's Cafe



Lakes



Prairie Overlook



Garden Pavilion



The Canopy Tree Walk



Tablet Hill

Courtesy <http://www.bigspringcc.com/Default.aspx?p=DynamicModule&pageid=237356&ssid=91368&vnf=1>

BIG SPRING HISTORY

Looking back it is difficult to envision that a part of our present clubhouse was once an old stone and brick barn on the stock farm of the Veech family.

Many of us may not be aware that Big Spring is located in one of the most historic areas of Louisville and Jefferson County. Our club property of 162.91 acres borders the Middle Fork of Beargrass Creek and the site of Floyd's Station, a fort built by John Floyd in 1779. Floyd, who served with George Rogers Clark during the Revolutionary War, held a deed for 1,400 acres, part of which includes our clubs property as we know it today.

The founders of our club so named it because of a 'big spring' which once furnished water for pioneer settlers in the area. The spring, located just below the 13th green of our golf course, is still flowing today.

Few of us remember how in 1926 Harry Dumesnil and Alvah H. Terry formed the Big Spring land Company, a corporation organized to purchase property for the establishment of a private golf club. A tract of approximately 160 acres with boundaries on Cannons Lane and Dutchman's lane was purchased, and in May 1927 the Big Spring Gulf Club was formally opened with Dumesnil serving as its first president.

The early years were extremely difficult from a financial standpoint, especially during the depression years of the 1930's. However, dedicated and optimistic leadership brought the club safely through these depression years, and during the past three decades the club began to grow and prosper. Additional social and recreational facilities were added: so much so that we were no longer just a golf club. In 1962 the name was changed to Big Spring Country Club in recognition of all the facilities and enjoyment that had been made available to every member of the family.



Courtesy <http://www.flylouisville.com/bfa/>

Bowman Field, established in 1919, is the longest continuously operating, general aviation airport in the United States. It is conveniently located approximately 5 miles from downtown Louisville, KY. Bowman Field is situated on 426 acres. There are 17 buildings, including the historic art deco Administration Building that was built in 1929.



History

Over the decades, Bowman Field has played a vital role in the growth and evolution of our country's aviation industry. It officially began on May 12, 1920, when A.H. Bowman formed a partnership with flier Robert H. Gast and set up operations at the site on Taylorsville Road. Shortly thereafter, Gast left Louisville to pursue a more adventurous aviation career. Louisvillian W. Sidney Park became Bowman's partner in the Bowman-Park Aero Company in May 1921-one of the first firms to specialize in aerial photography.

1920s

In 1922, at the urging of Bowman and Park, the 465th Pursuit Squadron (Reserve) began operations at Bowman Field with an assortment of aircraft.

In 1923, the Aero Club of Kentucky formed to provide services for nonmilitary aviation in Louisville.

In 1928, the state legislature created the Louisville and Jefferson County Air Board to operate the airport as a publicly owned facility. In fact, Kentucky was the first state to enact enabling legislation for the creation of airport authorities. The portion of the land not needed for an airport became Seneca Park.

Airline service to Louisville began on August 1, 1928, when Continental Airways (later American Airlines) began airmail service between Louisville and Cleveland. Three years later, the air carrier launched passenger service between Louisville and Nashville.

In 1929, construction began on the first permanent buildings at Bowman Field- Curtiss Flying Service, the Administration Building and the Air Corps Hangars.

1930s

Eastern Airlines became the second airline to provide service to Louisville in 1934. (A third carrier, TWA, operated at Bowman Field for a few months before all airline operations transferred to Standiford Field in 1947.)

During the 1937 flood, thousands of tons of supplies and medicine were flown into Bowman Field. The field remained dry, but was surrounded by water-hampering distribution efforts. An aerial survey identified dry farmland, owned by Dr. Standiford (and others), as a prospective new airfield site.

1940s

During World War II Bowman Field was the busiest airport in the country, following an investment of \$1 million for construction of barracks and other facilities-including nine mess halls. At that time, thousands of members of the military called Bowman Field and Louisville their temporary home while undergoing combat readiness training.

The already cramped airfield added more troops in 1943, when Glider Pilot Combat Training opened. The gliders, which carried 15 troops each into combat, were a familiar sight in the Louisville skies during the last two years of the war.

The facility became known as "Air Base City" when a bomber squadron moved in, and more than 1600 recruits underwent basic training in a three-month period. During the war years, a large variety of Air Force and Navy aircraft could be seen passing through Bowman Field.

Bowman Field also was home to the Army Air Force School of flight surgeons, medical technicians and flight nurses. Those attending the school learned how to treat and evacuate the wounded by air, and, just as important, acquired the necessary skills to help ensure survival in combat zones. Graduates of the school were responsible for evacuating and treating a half-million sick and wounded from war zones around the world by the end of 1944.

In 1941, work began on Louisville's new Standiford Field commercial airport, named for Dr. Elisha Standiford. In November 1947, all Louisville airline operations moved from Bowman Field to Standiford Field.

A New Role

After 1947, Bowman Field assumed its new role as Louisville's primary general-aviation airfield. In fact, in 1960, Flying Magazine (using FAA statistics), hailed Bowman Field as "America's Busiest Local-Traffic Airport."

Places You Will Remember-In More Detail:

Bowman Field

Courtesy <http://www.flylouisville.com/bfa/>

Today, Bowman Field, the birthplace of Louisville aviation, serves as a reliever airport for Louisville International. With smaller, lighter aircraft operating at Bowman Field, the larger, heavier aircraft may operate at Louisville International- permitting Louisville International to land and take-off more aircraft per hour, and operate more efficiently.

As a general aviation airfield, Bowman Field offers services such as flight instruction; aircraft leases; charters and sales; aircraft cleaning and refueling and aircraft repair and maintenance.

In addition, Bowman Field's historic, renovated administration building lobby is available for meetings and gatherings.



Places You Will Remember-In More Detail:

Bycks

Courtesy <http://pastperfectvintage.com/louisvillestores.htm>

All photos copyright Holly Jenkins-Evans 2007, edited May, 2008

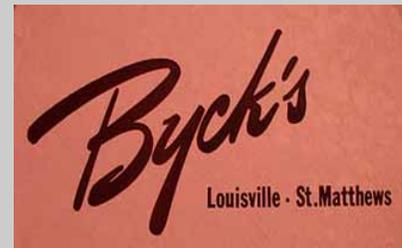
Byck Bros. & Co. (Byck's)- A very high end ladies clothing store in Louisville, Ky that was often described as fashion forward and presented trunk shows of current designers. And Bycks was also ahead of the times in being one of the first downtown stores to have integrated dressing rooms. In the segregated South, African-American customers had to purchase without trying clothes on. Byck's got its start when Louis & Werner Byck opened a shoe store at 416 4th St. in 1902. First they moved to 338 S. 4th then by 1910 to 434-38 S. 4th. And advertised as Byck's Shoes in 1912. In 1924 , Byck's moved to 532 - 534 S. 4th , an Art Deco building (still standing 2006). In 1925 Byck's began selling quality women's clothing as well as shoes and hosiery. In 1928, Werner S. Byck of Atlanta, Georgia was President and Dann C. Byck, Sr. was VP. Dann C. Byck became president in 1923. In December of 1946, Byck's expanded to a store at 3738 Lexington Rd. in St. Matthews. When Dan Byck, Sr. died in 1960, his wife Mary Helen Byck took the reins. Through the 1970s and 1980s Byck's expanded to suburban malls, to Oxmoor Mall in 1971 and Bashford Manor in 1974. In 1982 the 4th St. store moved to the Louisville Galleria. They opened a store in Lexington, KY at the Fayette Mall as well. This closed in 1988. In Jan, 1991 Byck's closed Bashford Manor and on July 23, 1991 they closed all remaining stores. Mary Helen Byck died one day later.



From a pair of late 1940 shoes.



A pre 1946 label used in a custom 1956 hat.



A 1950s Byck's Hat Box.



From a 1960s - early 1970s mailing card, courtesy As Time Goes By.



The St. Matthew's shown on a ca. 1956 hat box.



From a 1956 Suit by Bardley.



From a late 1950s jacket, courtesy Elizabeth's Timeless Attire.



Courtesy, Al Ring, June 2008

Places You Will Remember-In More Detail:

Camp Piomingo (YMCA)

Courtesy <http://www.mysummercamps.com/camps/Detailed/24584.html>

<http://www.gocamps.com/goCDBDetail.php3?campId=10782&searchType=force>

<http://s211.photobucket.com/albums/bb72/willturnerlover121/Camp%20Piomingo/>



Camp Type: Residential

Year Established: 1938

Gender: Coed

Age of Campers: 6 to 16 years old

Camp Capacity: 200

Cost/Week: \$351.00-\$500.00/wk

Religious Affiliation: None

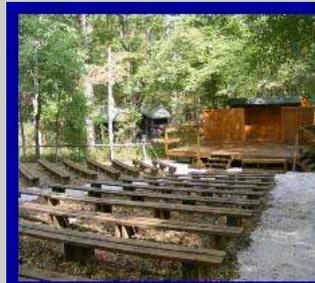
Camp Owner(s): YMCA of Greater Louisville

Camp Director(s): Larry Maxwell

Nearest Large City: Louisville, KY

Off Season Rental: Yes

Operating since 1938. A fun, safe and memorable experience for campers and staff! Helping children and adults to grow on the inside, by being outside. ACA accredited camp for boys and girls ages 6 - 16. 360 acres of wooded adventure, Camp Piomingo offers you an experience that will last a lifetime. Traditional, Equestrian, plus Travel and Trip programs. Retreats & conferences accepted.



Facilities...



Dining Hall..



Places You Will Remember-In More Detail:

Camp Piomingo (YMCA)

Courtesy <http://www.mysummercamps.com/camps/Detailed/24584.html>

<http://www.gocamps.com/goCDbDetail.php3?campId=10782&searchType=force>

<http://s211.photobucket.com/albums/bb72/willturnerlover121/Camp%20Piomingo/>



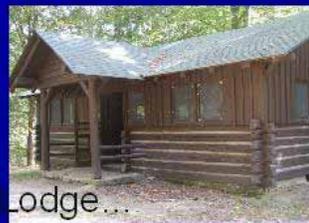
Archery...



Facilities...



Bathhouse...



Lodge...



Courtesy of *The Voice-Tribune*, May 28, 2008: By Mary Alan Woodward.

GROWING ON THE INSIDE BY BEING OUTSIDE

A certain rainy day at Otter Creek Park in the early 1970s may not be recorded in history books, but John Nation hasn't forgotten it.

As a counselor at YMCA Camp Piomingo, the Louisville Magazine photographer was trying to entertain some youngsters during a little down time.

"I started drawing pictures of the campers in my unit, which included the cabin next to mine. One of them was Tommy Maphother, a cute, short guy about 11 or 12 years old. He was one of the kids I taught to swim," he said. "While I was drawing, one of his friends said that Tommy was going to be a big movie star someday.

"Of course, I told Tommy, 'Good luck – I hope you're going to make it.' "

A few years and a name adjustment later, Tom Cruise did exactly that.

The star of "Top Gun," "Rain Man" and other big-budget films has been invited to return for Piomingo's 70th anniversary this coming Saturday, May 31. Nation has, too. So has another former camper and actor, Ned Beatty, who has appeared in more than 100 films, including "Deliverance" and "Nashville."

Piomingo's Australian-born executive director, Steve Merifield, has been involved in plans for the reunion since he joined the staff last year.

"We've heard from more than 130 people who will be attending," he said. "I don't know yet whether Tom Cruise or Ned Beatty will be here, but everyone who joins us on this reunion day is special in their own way."

The right ratio: Since its first summer session in 1938, YMCA Camp Piomingo has brought woodland adventures into the lives of boys and girls between the ages of 6 and 16. The facility, comprising 360 acres inside Meade County's 2,600-acre Otter Creek Park, is near Brandenburg and Fort Knox.

As an outreach of the YMCA of Greater Louisville, the camp supports its parent organization's mission "to put Christian principles into practice through programs that build a healthy spirit, mind and body for all."

Campers live in rustic-style cabins and enjoy traditional activities such as archery, canoeing and kayaking, backpacking and fishing. In recent decades, staff members have added instruction in pursuits such as mountain biking, team-building and challenge/rope courses.

"Camp Piomingo challenges each camper in so many ways," Merifield said. "Our plan is always to have our children in a safe and friendly environment, where we nurture them into becoming young adults who are assets to the community. We like to say that we help children 'grow on the inside by being outside.' "

The camp boasts a 1:4 ratio of counselors to campers, which Merifield believes allows it to "concentrate on the relationships we build with the children, and the relationships they build with other campers."

Peter Burkhart, a camper in the 1970s who is now owner/operator of St. Matthews Fence and Deck Co., is looking forward to seeing how the camp – and his old friends – have changed over the years.

"I wouldn't miss the reunion for anything," he said. "Piomingo introduced me to a bunch of really neat kids and put me in a beautiful environment at Otter Creek Park. It was a really good experience for me."

Shirts and trophies: As many as 50 volunteers are putting the final touches on Saturday's schedule, which begins at 2 p.m. with an official welcome ceremony and ends at 10 p.m. with a roaring campfire.

Between those times, former campers and staff members will join in traditional camp activities such as swimming and pool games, archery, pony rides, marksmanship, arts and crafts, and feats on the high ropes and zip line.

Alumni are encouraged to bring their old Piomingo T-shirts to display (just for the day) on a long clothesline; photos, trophies and other memorabilia may also be brought to show off.

As evening draws near, a round of songs, cheers and camp trivia will lead into the Official 70th Birthday Celebration, complete with recognition of outstanding campers and staff.

Details about the event are available at -camppiomingo.org. Anyone who has been associated with the camp is invited to come; call (502) 587-2383 to RSVP.

Sharing memories online: Dozens of Piomingo campers and counselors have already returned to camp – via the Internet. At -www.ymcalouisville.org/share-a-story/read, alumni and the public may read about how much the rustic getaway has meant to young people over the years.

Courtesy of *The Voice-Tribune*, May 28, 2008: By Mary Alan Woodward.

GROWING ON THE INSIDE BY BEING OUTSIDE

“There are sooooo many things I remember ...,” begins Lisa Hirsch, who was a camper and staff member between 1977 and 1988, and is now a member of the camp’s board of directors. “The best thing about Piomingo for me has been the gift of lifelong friendships and the legacy of an amazing place that still gives back to children and young adults. I hope to see and meet many of you at the 70th anniversary celebration.”

Abigail Morguelan, who was 11 when she attended last year’s summer session, posted a paragraph in which she praised the “wonderful” equestrian program and used a personal experience to demonstrate the appreciation that many former campers feel for their counselors.

“I got to ride Cricket for two whole weeks; she was great, but at the end of the two weeks we were going to have a little tiny show to show our parents what we had learned,” she wrote. “Well, two days before the show, Cricket kept refusing the jump ... Whitney, the director of the equestrian program, came to the ring and saw that I was having a bit of trouble. She came in there and gave me some great pointers, and then Cricket went right over that jump ... Everyone in my lesson that day called her the horse whisperer.”

Still ‘gong’ strong: If there is one thing that every returning camper will want to see during the reunion, it is probably the gigantic gong that has been rung for mealtimes, assemblies and other activities ever since Piomingo’s earliest days.

“It was actually a train wheel that was brought here, and it’s a very traditional aspect of our camp,” Merifield said. “We always tell campers that they can’t touch the gong because it will be here today but gong tomorrow.”

However, it is the overall camping experience that “still rings in the hearts” of each camper and counselor, he added:

“We want to grow our family back and stay in touch with them after this; we’re planning to establish a more structured way to stay in contact with them. We’re all so grateful to everyone who has supported Camp Piomingo over the years. The future looks very bright for this camp, and we’re excited about where it will take us.”



Courtesy <http://www.cqriver.com/>:

The History of Captain's Quarters

Although the exact date is lost in time and legend, it must have been just before the turn of the nineteenth century that Harrod's Creek, named for Colonel James Harrod, was laid out by the Transylvania Company and the old Harrod's Tavern was built on this picturesque site. Its first proprietor was one Captain Cavendar, who, realizing the need for a way station for weary river travelers, offered grog, conversation and overnight lodging (in lean-tos nestled against the side of the building) to the procession of boatmen, adventurers and settlers who traveled this way.

This jutting point of land where the Indiana current swings across stream and pushes for awhile against the Kentucky shore was a natural, as well as a wise stopping place for river traffic some 175 years ago, since wary river captains were loath to take the falls of the Ohio in darkness. Cargo unloaded here was carted over the old Harrods Creek Road to Middletown, Jeffersontown and the "settlement" of Louisville. Cargo going the other way was loaded here to find its way downstream or to points north via the ferry (rigged by the enterprising Captain Cavendar) across the river to Utica.

Drifting and poling gave way to steam, and from the vantage point of old Harrod's Tavern was seen the first steamboat, Robert Fulton's "New Orleans", which came down the river in 1811. The stone walls, which still stand today, and the hand hewn girders of the old place rang with the laughter and talk of river faring men whose vessels were moored here, awaiting weather, high water or daylight.

Antebellum Louisville had not quite cemented its superiority over its various Falls rivals in the 1830's. The Portland Canal-which would eventually mean longterm prosperity-was newly opened in 1832, its significance still problematical. Other struggling towns-upriver and across the Ohio-harbored visions of growth, each attracting new settlers and risk takers.

Harrods Creek was such a town. The village had been laid out earlier in the century at the mouth of the creek. Overland travelers to Louisville could expect an entire day to journal from this point-and vice versa-making a stop at Harrods Creek a necessity. Moreover, Utica Indiana-directly across the Ohio-demanded a link to the Kentucky Shore.

A ferry between Utica and Harrods Creek in the 1830's drew the first developers of the Captain's Quarters site. The Lentz family, natives of Germany, had immigrated to Utica and Clark County from Pennsylvania shortly after the turn of the century, drawn to opportunities and quickly establishing themselves as successful millers and farmers. By operating the ferry between the two towns, the Lentzes secured an advantage over other mills.

The Lentz family began assembling land for development below the mouth of Harrods Creek in the early 1840's, a natural progression from farmer to miller and ferry operator. The land-amounting to about 100 acres-was unimproved before the Lentz's acquisition, coming out of one of the country's original surveys. The Lentzes-using the stone and millwork construction popular in the 1840's, erected at least one building to house a tavern as well as other enterprises, such as a storehouse, docks and the like.

The Lentz Family was in the right place and the right time. While Harrods Creek obviously never challenged the regions most prominent cities and towns, the Lentz's businesses managed to prosper on Harrods Creek for most of the 19th century. Mary Lentz Cavender ended 50 years of family ownership when she sold the place as a widow in 1890.

Though much-altered, the Lentz Tavern is a graphic reminder of early settlement in Jefferson County and the Falls region. Few local examples of riverside architecture survive in any form from before 1850 providing a unique window on life before trains and rapid industrialization.

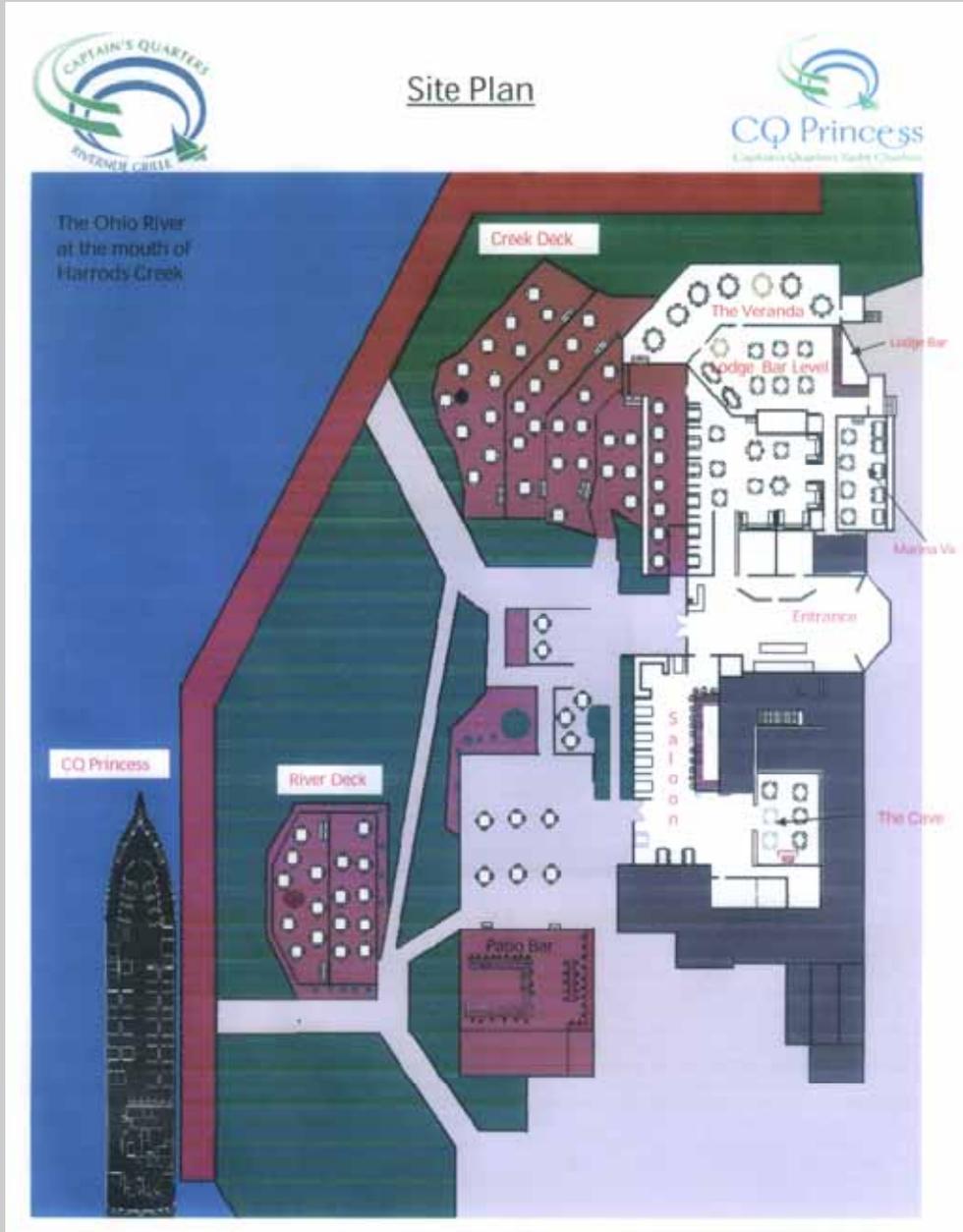
Well, this is some part of the story... and we hope you've found it interesting. The captain's Quarters is dedicated to the proposition that camaraderie, warmth and hospitality live today within these old (and new) walls as surely as it did when the sign outside read "Harrods Tavern".



Places You Will Remember-In More Detail:

Captain's Quarters

Courtesy <http://www.cqriver.com/>:



Places You Will Remember-In More Detail:

Captain's Quarters

Courtesy <http://www.cqriver.com/>:



The Lodge



The Veranda



The Stone Room



The River Deck



The Patio



The Creek Deck

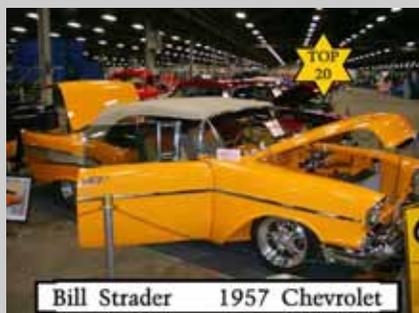
Courtesy http://www.carlcasper.com/about_us.htm



Carl Casper is a name that is synonymous with car shows and his longest-running event, the Carl Casper Custom Car Show in Louisville, Kentucky celebrated its 40th anniversary in 2002. To mark this milestone, Casper brought out many of the show cars he built over the years including the 1965 America's Most Beautiful Roadster, complete with its hand-formed body, twin-blown '57 Pontiac motor and custom-fade paint scheme. Also on the floor were other show car icons, such as the Pinball Wizard and the Paddy Wagon. Add all the movie cars that Casper has built, such as the Bat Mobile, the A-Team vehicles, K.I.T.T. and the General Lee, and it was an impressive showing. Since Casper is one of the few people to keep every car he ever built, he added to the display with no less than three Top Fuel cars he built during the 1970s. These cars were strong runners with track records to their credits and bragging rights such as knocking out Don Garlits in three out of four of their meetings. Of course, the tribute to Casper's cars was only a portion of the show. The real meat of the show consisted of hundreds of fine automobiles of every description from all over the US and surrounding area. The show fills the east and west wings of the huge Kentucky Fair and Exposition Center in Louisville Kentucky and car enthusiasts can spend a full day at the show attempting to take it all in. Many clubs use the show as a winter outing and a chance to have an indoor rod run and three days of hanging out and talking cars. The 2007 show is already in the works and is being planned so get ready to grab your winter coats because come February the Carl Casper Auto Show will be back and ready to entertain the Louisville and Southern Indiana audience with 3 days of Stars and action packed fun.



Kevin Cleaver 1955 Chevrolet



Bill Strader 1957 Chevrolet



Dale Johnson 1954 Corvette

Places You Will Remember-In More Detail:

Carl Casper Custom Car Shows

Courtesy Dave Westerman & Al Ring (61):



Summer 1961, Dave with 38 Pontiac
Note trophy from car Show, same one Al Ring was in



Summer 1961, Al Ring entered his car in the Carl Casper Custom Car Show



Rod and Custom Car Show to be held March 25-27

The fourth annual Rod and Custom Car Show, featuring cars of the future, custom cars, hot rods, sport cars, custom built cycles, "dream" creations and antiques, will be held in the East Wing of the Kentucky Fair and Exposition Center March 25, 26 and 27.

On display will be cars which have competed for design and imagination prizes in shows throughout the country. Local entries will also be exhibited.

The major attraction will be the "Munster Koach" from the television series "The Munsters." This car is valued at \$10,000 and has the latest custom equipment.

Other featured cars include the "Futurista," a \$25,000, three-wheeled experimental model styled with a flying wedge shape, and the "Venturian," an award winning automobile valued at \$10,000.

Also on exhibit will be cars with bubble tops, fur inter-

iors, 40 to 60 coats of hard-rubbed lacquer paint, tape recorders, TV sets and speed exceeding 200 M.P.H.

In addition to the car exhibits, there will be a stage show and a "Band Battle" with over 50 bands from throughout the midwestern United States competing for awards.

The Allix Adams Model Agency will conduct the annual Queen Contest and one girl will be crowned queen of the auto show.

The show will be open Friday, March 25, from 5 to 11 p.m.; Saturday, March 26, from noon to 11 p.m.; and Sunday, March 27, from noon to 10 p.m.

The Voice—Jeffersonian, March 17, 1966

Courtesy Mason Gary (61):



"OPERATORS OF CEDAR CREEK DRAG STRIP"

VOL. 1

LOUISVILLE, KENTUCKY

SEPTEMBER-OCTOBER-1959

NO. 4

134.8 MILES PER. HR.

On Aug. 23rd, Cedar Creek Drag Strip had its first full day of running on the Black-Top. More Drag Machines showed up to run than ever before, plenty of which came from Indiana. Jim McMahel of Jeff. Ind., made his first trip down the strip at 120 MPH, 2 minutes after the Pushrod's Dragster turned 115 MPH.

This was the day that many turned speeds that they never turned here at this Strip before, like Donnie Caple, who turned his first 100 M.P.H. run with his Altered Coupe.

Later in the day the Pushrod's Dragster turned 118 MPH with Ed Dohn Driving, but the real Thriller was the Class run by Jim McMahel in his sharp Dragster when he turned 134.8 M.P.H.

This was the fastest thing on four wheels that many had ever seen run, especially from a standing start & in $\frac{1}{4}$ Mile Distance.

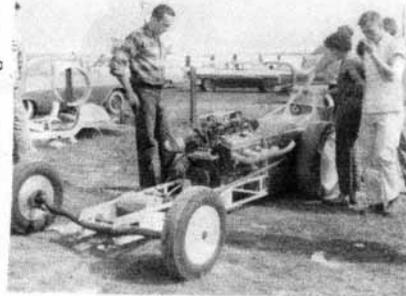
Each week we have noticed a steady flow of new machines & feel sure that this will continue for some time, now that they have some Black-Top to run on.

Another Crowd pleaser was during the Top-Eliminator between Sonny Fentress with the Pushrod's Dragster & Jim McMahel and His Dragster with their dual down the the 1320, Sonny came off the line like a Streak & Jimmy stomped his Dragster & it shot around sideways, meanwhile the Pushrod's Dragster was Starting to move on, Jimmy got his Dragster Straightened out & poured on the coals, Managing to catch & pass the Pushrod's Dragster just at the $\frac{1}{4}$, this brought the Crowd a very tense & exciting moment, and had them jumping and hollaring like mad.

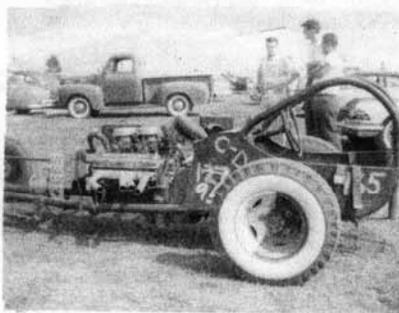
Our Strip Representative

On Sept. 20th, Cedar Creek Drag Strip held a Pre-Invitational event to find a Champion to represent this Drag Strip in the NATIONAL INVITATIONAL MEET OF CHAMPIONS, to be held Oct. 10 & 11 at the U.S. 30 Highway Dragway, at Crown Point, Ind., Our Champion to represent us is Jim McMahel who was Top-Elim., on this date with Kenny Horning being runner-up

We will have news to report on the results of this event in the next issue, & how our Champion did in his class, as said "Later Gaters".

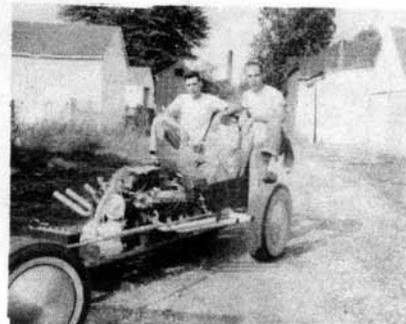


and will be worked on shortly to get it ready for the Rod & Custom Show in Nov. Since Sonny Fentress put his Chev, Engine in the Dragster she has moved like never before, even if we did go thru four other Engines.



THIS Top Elim. Win Brought an all expense paid trip To Jimmy Jack & his Pit Crew to U.S. 30 Highway Drag Strip for this Oct. 10 & 11.

Pushrod's Dragster has Taken Top Elim. A number of times at this Strip & has Brought home the bacon From the Drag Strip at Campbellsville, Ky. & Holds the Best Time Record there. This Dragster is being worked over for Safer handling



Ray Duvall & Howard Horning Standing behind the McCubbins Auto Parts..... Sponsored Dragster, Top Eliminator for Sun. Sept 27th, at Cedar Creek.

The first, full time sponsored drag machine at this strip is the drag-

Places You Will Remember-In More Detail: Cedar Creek Drag Strip/Bullitt Dragway

Courtesy Mason Gary (61):

PUBLISHED BY THE KENTUCKIANA TIMING ASSOCIATION, INC., FOR THE PURPOSE OF INFORMING THE PUBLIC OF THE MERITS OF ORGANIZED HOT RODDING ON A SUPERVISED DRAG STRIP AND OF HOT RODDERS IN GENERAL.

EDITOR-IN-CHIEF, T.P. MITCHELL
(Pushrods)

EDITOR--BILL NALLEY
(Road Angels)

ASST. EDITOR--TERRY COY
(Road Angels)

CLUB REPORTERS: RAM RODS
PACERS
SAINTS
ROAD ANGELS
PUSHRODS
QUARTER MILERS

(2)



Red Portman's Car with Custom Interior done by COUCH'S AUTO TRIM.



CEDAR CREEK DRAG STRIP
TROPHY WINNERS - 1959

ABBOTT AUTOS

901 S. SECOND ST. AT BRECKINRIDGE
LOUISVILLE, KY.

STICK HEADQUARTERS
GET THE HABIT
TRADE WITH ABBOTT

June 28, 1959	July 4, 1959	July 5, 1959	July 12, 1959	Aug. 30, 1959
F/S Ellingsworth	W. Gray	H. Riggs	E. Hallard	J. Kirby
F/SA C. Garret	R. Miller	L. Young	E. Hobb	L. Gerslinger
E/S J. Hammond	W. Schut	W. Schut	W. Smith	J. Young
E/SA D. Mattingley	B. Nalley R.A.	B. Nalley R.A.	D. Leathers	J. Crast
D/S R. Doll	J. Kee	N.E.	J. McCrash	H. Harrod
D/SA J. Foster	R. Parson	R. Parson	R. Parson	PROTESTED
C/S H. Whitehouse	J. Cooney	D. Grottenthaler	J. Cooney	T. Coy R.A.
C/SA T. Coy R.A.	R. Parson	R. Parson	W. Rodgers	D. Hack R.A.
B/S E. Warford	D. Hack R.A.	J. Simmons	J. Beech	C. Cooper
E/SA J.D. McClaskey	A. Scott	A. Scott	A. Scott	G. Geary
A/S I. Tillman	I. Tillman	G. Alexander	R. Weider	W. Rodgers
A/SA J. Morrison	J. King	J. King	T. Allen	L. Garmon
S/S B. Strauck	R. M. Muirrheid	D. Cagle	G. Classcock	W. Gough
S/SA J. Jones	N.E.	T. Seawthand	N.E.	W. C. Cannon
X/S N.E.	N.E.	N.E.	N.E.	J. Ludka
E/G J. Foster	N.E.	E. Donohill	E. Donohill	V. Mass
D/G T. Conley	V. Mass	T. Conley	T. Conley	B. Basley
C/G B. Easley	B. Thornberry	B. Thornberry	Mr. Newman	R. Klotz
B/G H. Putman	N.E.	R. Klotz	R. Klotz	N.E.
A/G Sam Eryle	N.E.	N.E.	Thornberry	N.E.
E/SP B. Nelson	N.E.	G. Swope	N.E.	N.E.
D/SP N.E.	N.E.	N.E.	N.E.	N.E.
C/SP N.E.	N.E.	N.E.	N.E.	G. Ingram
B/SP J. Little	I. Karl	J. Cambron	J. Cambron	J. Cambron
A/SP N.E.	N.E.	R. Wells	N.E.	N.E.
AA/SP N.E.	AA/SP	AA/SP	AA/SP	AA/SP
C/A D. Collier	C.R. Down	D. Collier	N.E.	N.E.
E/A D. Cable	D. Cable	D. Cable	D. Cable	D. Cable
A/A N.E.	N.E.	N.E.	N.E.	N.E.
B/C Gene Bohn	Gene Bohn	G. Bohn	G. Bohn	S. Mussler
A/C N.E.	N.E.	N.E.	N.E.	N.E.
B/R N.E.	N.E.	N.E.	A. Scott	A. Scott
A/RN.E.	N.E.	A. Scott	N.E.	N.E.
E/M N.E.	N.E.	N.E.	N.E.	N.E.
A/M E. Moore	B. Moore	B. Moore	B. Moore	B. Moore
A/T J. Kee	J. Kee	J. Kee	J. Kee	N.E.
B/T F. Dewboy	N.E.	J. Hammond	W. Hawkins	J. Hammond
C/D L. Streble	Pushrod	N.E.	N.E.	S. Fentress
E/D N.E.	Pacers	N.E.	H. Horning	N.E.
T/ELIM. R. MOORE	B. MOORE	B. MOORE	B. MOORE	S. FENTRESS

Couch Auto Trim

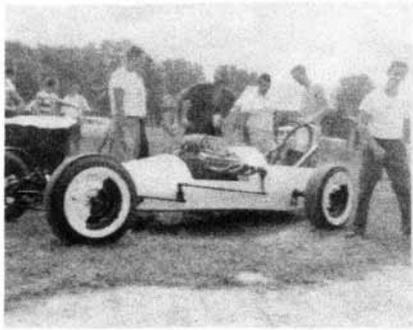
735 So. 15th, St (1/2 Block off So. Edwy.) Ju-43821
"LARGE OR SMALL WE TRIM EM ALL"

ster's driven by Howard Horning racing for McCubbin's Auto Parts, this is a swell group of men who have just started in drag racing this season and who have gone along with all the safety rules and regulations and who have tried to better themselves with each running. This is a fast, up and coming group, so watch them.

Headliners, Doorpanels, Seat Covers, Top, Car Rugs, Originator of California Custom Tops. See the windows with the Scallops and Diamonds.

9 cars trim by COUCH in last year's Custom show, 4 of which were complete interior. Look for more this year.

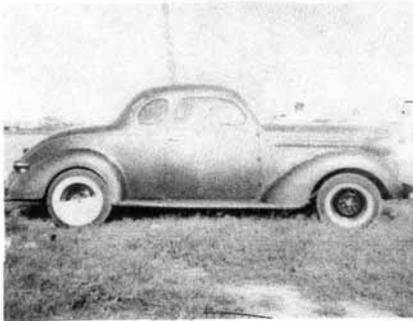
Courtesy Mason Gary (61):



"Hard Luck-Harry Magers" many times close to top elim. latest trouble was a fire which knocked him out of a sure win for top eliminator.

He may never win at dragging, but at least He's made the news. Now are you happy VIRGIL HARNED you can stop crying the blues.

Three sleepy Joe's eyes drooping need some sleep out this cotten picken copy goes, about our misspell ed word not one peep.



Henry Putman, first winner of little eliminator at CEDAR CREEK DRAG STRIP, Beautiful Dodge Coupe, with Chev. engine.

(3)

CEDAR CREEK DRAG STRIP
 DRAGS EVERY SUNDAY & HOLIDAYS
 WEATHER PERMITTING



DRAG RACES
 FOLLOW SIGNS
 Gates Open 9 A.M.—SPECTATOR FEE 1.00, CHILDREN FREE
 South on Preston Highway, turn left on Mt. Washington Road

DRAGS

Ten Rules of the Road

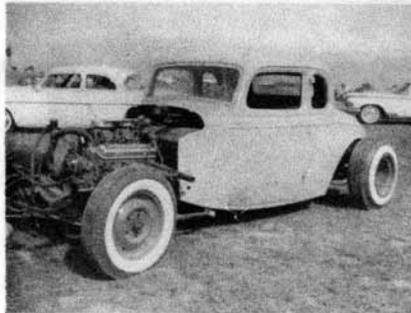
1. Begin with a prayer.
2. If you start late, arrive late.
3. Alcohol is for the radiator, not the operator.
4. If entry into the flow of traffic is facilitated by the courtesy of another driver, wave in appreciation.
5. If you have inadvertently inconvenienced or endangered the safe passage of another vehicle, wave as an apology.
6. Make it easy for aggressive opportunity snatchers to get ahead of you—far ahead.
7. So drive that the sudden appearance of a patrol car is a pleasant sight. If you consider all other cars as unmarked patrol cars, your car will stay unmarked.
8. Give plenty of fender space to taxis and cars marked with dents.
9. Never accelerate, and decelerate if advisable, when another car wishes to enter your lane.
10. End every trip with a prayer of thanksgiving.

Courtesy Sacred Heart Magazine

"SAINTS"

ROD and CUSTOM

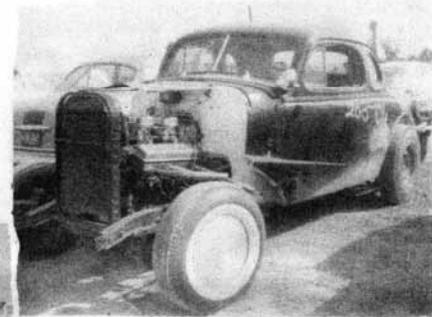
FOR INFORMATION CALL:
 JOHN MONSOUR
 GL-1-4213



Gene Bohn's E/Competition Coupe, a past top eliminator this is a sharp machine well constructed and goes.



Les Ford with His Coupe, getting a tune-up, this is a typical scene in the pits.



Earl Jackson's coupe typical of many machines seen at CEDAR CREEK DRAG STRIP.

McCubbin's dragster had troubles on the line at Campbellville, Ky. Drag Strip. Howard Horning was glad that he had a flywheel shield when the clutch blew. Never sell safety devices short ask Howard or Russ where the scrap flew.

A \$100,000.00 Insured Organization

PROTECTIVE SERVICES, INC.

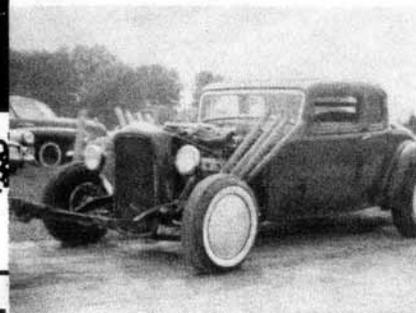
Industrial Police

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DAVID T. CRECELIOUS

LOUISVILLE, KENTUCKY



"STACKS A'PLENTY"
 From Hoosier land
 ST. GEORGE P.T.A.

Annual Card Party, Wed. Oct. 21,
 8:00PM. 18th & Standard Ave..

ROAD ANGELS

ROD AND CUSTOM CLUB
 OF LOUISVILLE, KENTUCKY

"OUR-LIMIT-IS-THE-SPEED-LIMIT"

Courtesy Mason Gary (61):

NUTS & BOLTS

Our Thanks to Mr. Keating who painted our Drag Strips Name on Jimmy Jack McMahel's Dragster..... Mr. Keating is the father of Pat Keating, who is a member of the Quarter-Milers,...

Road Angels are going to have a "Red Riding Hood Party" at Grandma's House on the river. This really means a Halloween Party for all the Wolves in the Club to Bring their witches.... (I Was forced to write this--Ouch.. Wait till Bill Nalley tells you the story about a certain dog & where he got bit....Bill just didn't go over that fence in the right way, Terry Coy was there too, but he was lucky, he jumped over the fence head first & didn't hurt himself as he landed on his head.....This all seems funny now, but at the time it was very bad, since this combination Great Dane & Boxer was really after them. Can you just picture two guys running over fences, Gardens, Porches, Car hoods & anything that got in the way & this big Mutt tearing after them....HI-HO LEGS, AND AWAY.....

DON'T FORGETROD & CUSTOM SHOW.....Coming to Louisville, Ky., ...Nov. 26, 27, 28, & 29,at Our Own ..Kentucky State Fair Grounds..... We are expecting this year's Show.... to be bigger & Better than Last Year's

George Knoop has become a hard man to find, seems that Geo. has become Twitter-Pated.....We think its due to Geo. being a Romeo....That the way good men go.....

Come on Johnny Monsour, Just because you have'nt fixed your Camera, that's no reason for us not to see you more often.

Where's Big Ed?..(Ed Dohn) we have heard that he's gone to the dogs... (ON field Trials with his Beagles).. is the word that we get.....

We're a little late in telling this bit of News, but.... Ed Dohn was the... Kentucky State Runner-Up in the TRUCK RODEO STATE CHAMPIONSHIP Held at the Ky. State Fairground some weeks back. Ed was Competing, Driving a Four Axel Tank Truck. The Company that Ed Works for (Transamerican Freight Lines).....This Co. had Drivers that took 1st, 2nd, & 3rd place of the total Four Divisions. Ed is a Member of the Pushrod's & works in the tower at the Strip.

1st Place..3 Axel Division
2nd Place..4 Axel Division
3rd Place..Straight Truck Div.,
All Transamerican Drivers.....
Ed Just missed first place by 12 Points.....

The Newest Racing Group to Appear at this Drag Strip is Called the

DUECES RACING TEAM, From Jeff. Ind. this Group has a number of different class Machines Including James McMahel's 134 MPH Dragster.....

A. C. Medley and Pat Keating have undertaken some radical body work on a 36 Ford coupe, so far they have channeled it 10 inches and plan to chop the top, which will give about-zero head clearance. Work is also soon to begin on the club car, a 37 Ford coupe to be made into a Competition coupe. It will be channeled 6 inches, chopped 4 inches front axle will be suspended and frame will be boxed, motor will be placed under cowl, ect.

Bad news too, Pat Keating, working on his car every chance he got to get it ready for this years car show, had all his time and effort destroyed by a careless driver who ran a redlight.

Many other club members are planning engine swaps. Darwyl Atwell is looking for a big Chrysler or Cad. engine for his 37 Cad.. Don Sturgeon also plans on dropping a 55 Pontiac in his Ford, also Bud Feuer rebuilt his 55 Chevy.

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4034 SO. FIFTH ST.

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EM 6-1345

DON'T FORGET
NOV. 26, 27, 28, and 29

As the drag season near it's end all drag machines and customs should be cleaned up, fixed, painted and completed, glamorized, ready for the big 2nd annual Rod and Custom Show coming to the Fairgrounds this Nov. 26th 4 big days with hundreds of Rods and Customs cars like many have never seen, Local Rod's and Customs will compete in 25 or more classes against out of town Rod's and Custom's from the rest of the 50 States, Last year's Show was one of the biggest. Rod's and Custom Show's ever held in this country. Many show's have been held before at other Cities but none can compare with this local show, because none have ever had such a spacious place with to many Rod's and Custom's on display. This fact is known fer and wide, don't sell this show short, as it really is the biggest and best be their and ask those who come in from out of town get their word for it. So come and see for yourself.

WIN WITH COUCH

Let's get ready for the Custom Show on Nov. 26th, by getting Custom Interiors see NED COUCH, Leatherett, US Naugahyde, seat covers \$27.50..... Lowest prices guarenteed, come in look at our finished work. Discount to members of K.T.A.. Headliners Doorpanels, Seat Covers, Tops, Car Rugs, Originater of California Custom Tops. See the windows with the Scallops and Diamonds.

Couch Auto Trim

735 So. 15th St. JU. 4-3621 LOU. KY.
"LARGE ARE SMALL WE TRIM EM ALL"



Picture of Pat Keating custom car which was destroyed in an accident. Tough luck, but He's on another one

If you have friends who think bad of Drag Strips or talks against them you can be fairly sure that they have never visited or tried to understand what Drag Racing is and what a Timing Association does and how organized Hot Rod Clubs figure in, pass this newspaper on to them to help enlighten, best yet is have them come to the Drag Strip and see the Drags for themselves it is like nothing they ever seen before.

Please do the few guys that make up this paper, a favor. Pass on this news, give us news, pictures, ads and special items, that you would like to have us write up. Check with us. (THE EDITOR).

HEADQUARTERS OF K.T.A.
2221 Wilson Ave, Lou. 10. Ky.



Terry Coy latest helper on the news, hunt and pecking on the typewriter. Terry has won 7 trophy's with this Chev. in C/SA. Good Going.

Places You Will Remember-In More Detail: Cedar Creek Drag Strip/Bullitt Dragway

Courtesy Mason Gary (61):

Trophy Winner			
Date	5-23-71		
Name	Mason Gary	Len. KY	
Car No.	137	Class	SS/F
E.T.	12.87	MPH	100.00
	<small>1/4 Mile</small>		<small>Trap Speed</small>
Bullitt Dragway		By	W. Edward Daugherty
			<small>Official Timekeeper</small>

Trophy Winner			
Date	9-14-69		
Name	Mason Gary	Len. KY	
Car No.	53	Class	H/SS
E.T.	12.95	MPH	103.45
	<small>1/4 Mile</small>		<small>Trap Speed</small>
Bullitt Dragway		By	W. Edward Daugherty
			<small>Official Timekeeper</small>

NEW RULES – IMPORTANT – PLEASE READ

Only cars dragging (or tow car) will be allowed in the Pits.

Helmets required from 1/S class up.

If anyone leaves the premises, they must pay to get back in.

Spectators are not to go to the Pits as they are not covered by insurance. This is an Insurance Company ruling.

If, for any reason, your car cannot pass inspection for dragging, bring your car and inspection sheet to the front gate WITHIN 15 MINUTES of being turned down for refund of inspection fee only. If you wait longer than 15 minutes, no refund will be made.

No Grudge Races after 2:00 P.M.

GROUND'S FOR DISQUALIFICATION

Failure to report to staging when called.

Sandbagging or delaying run.

Failure to fire engine.

Neutral start.

Spreading foreign objects or matter on the strip or in the staging lanes, i.e., oil, gas, water, ice, fan belts, etc.

Any modification to the wheelbase, engine displacement, etc., after final technical inspection is grounds for immediate disqualification.

Foul start on dual competition run.

In the case of dual infractions on the final eliminator run, the first car guilty of the infraction is disqualified.

Crossing strip center lane, outer extremity lines or leaving strip surface.

Unsportsmanlike conduct.

Improper language or conduct.

Conduct detrimental to racing.

Any condition considered to be unsafe, unfair, or out-of-order by the event director and/or the technical committee.

THE EVENT DIRECTOR'S DECISION IS FINAL IN ALL CASES.

Persons concealed in trunks – any car caught with someone in the trunk will be removed from the premises WITHOUT REFUND. All trunks are subject to inspection by the management AT ANY TIME.

PROTEST PROCEDURE

CLASS PROTESTS must be made by 2:00 P.M. Protests must be made ONLY by cars running in the same class as the car they are protesting.

ELIMINATION PROTESTS must be made before first elimination bracket is called up. Protest must be made ONLY by cars running in the same elimination bracket as the car they are protesting.

All protest of bore, stroke or cc's in head are determined by printed literature available to the general public from the manufacturer or certified technical information. (No hearsay data or uncertified information is accepted.) Anything other than bore, stroke or cc's in head must be listed separately on protest slip.

Places You Will Remember-In More Detail: Cedar Creek Drag Strip/Bullitt Dragway

Courtesy Mason Gary (61):

One-quarter Mile - 2 Lanes - 3500 Ft. - Drivers Insured



Bullitt Dragway



OPEN SUNDAY 10 A.M. - ELIMINATIONS 2 P.M.
Classification closes at 1:30 P.M.

Winners - March 28, 1971

Competition Eliminator - Sherman Tinnell	SS/H	Slay Smith	13.65	100.00
Gas Eliminator - Carlton Sweesy	A/S	Jerry Vincent	13.65	104.65
Gas Runner-up - Lloyd Freeman	C/S	Chuck Collett	13.19	105.88
Big Stock Eliminator - Norman Johnson	D/S	Doug Wick	13.48	92.78
Big Stock Runner-up - Mason Gary	E/S	Steve Hayes	13.64	75.00
Little Stock Eliminator - Carlton Sweesy	F/SA	Norman Johnson	15.05	86.18
Little Stock Runner-up - Pat Ryan	G/S	Louis Beckman	13.51	101.12
	H/S	Halliday & Puyear	13.10	105.88
	I/S	Ray New	14.75	84.90
	J/SA	Carl Burkhead, Jr.	13.14	105.00
	K/S	James Allen Domeck	14.80	93.75
	L/S	Tom Muberry	15.75	83.33
	M/S	Archie Smith	15.74	90.00
	N/S	Pat Ryan	15.92	72.00
	O/S	Edwin Morris	15.44	82.00
	P/S	Kirk Lee	15.66	72.00
	Q/S	Carlton Sweesy	15.19	78.26
	R/S	Mike Freeman	16.70	80.36
	T/S	William Mitchell	18.40	62.05
	U/S	David Spalding	18.57	75.00
	V/S	Bud Riedling	19.60	62.50

CLASS	NAME	E.T.	MPH
B/A	Sherman Tinnell	11.81	108.43
C/G	Larry Berry	14.20	91.84
D/G	Smith James Kenneth	15.50	92.00
C/MP	Kenneth Jones	14.80	94.74
D/MP	Lloyd Freeman	13.52	105.88
F/MP	Larry Furrow	13.65	100.00
G/MP	Lere Ostertag	19.82	66.67
E/SS	Dwighdempsey	13.27	107.14
F/SS	Thomas Akins	13.87	105.88
G/SS	Mason Gary	13.82	96.77

STOCK

No cars older than 1955 may run in stock class.

CASH AWARDS

	WINNER	RUNNER-UP
Competition Eliminator		
Dragsters/Altereds	\$60.00	\$15.00
Street Eliminator		
Gas-Modified Prod.		
Sports - Street Roadster	\$60.00	\$15.00
Big Stock - SS/A thru F/S	\$60.00	\$15.00
Little Stock - G/S thru V/S	\$40.00	\$10.00

Above Awards based on 4 or more classes in any Eliminator Group.

In Competition Elimination -

3 classes competing Winner gets \$50.00 - Runner-up \$10.00

2 classes competing Winner gets \$30.00 - Runner-up \$ 5.00

1 in class - must do 85% of National Record for his class - \$25.00

Trophies given to class winners. Any class having only 1 car must make a speed of 85% of the national record for his class in order to receive a trophy. Anyone under the influence of alcohol when they come to claim any awards won, will be disqualified. Final decision will be made by person giving out awards.

SEE OTHER SIDE FOR VERY IMPORTANT INFORMATION.

One-quarter Mile - 2 Lanes - 3500 Ft. - Drivers Insured



Bullitt Dragway



OPEN SUNDAY 10 A.M. - ELIMINATIONS 2 P.M.
Classification closes at 1:30 P.M.

Winners - April 18, 1971

Gas Eliminator - Jim Powers	C/S	Bill Unseid	14.17	90.00
Gas Runner-up - Ray Wallace	D/S	Steve Hayes	13.15	104.65
Big Stock Eliminator - Mason Gary	E/S	John Ice	15.82	100.00
Little Stock Eliminator - Ryans Sunoco	F/S	Tom Slerling	13.59	101.00
Little Stock Runner-up - Slayton & Ford	G/SA	John Young	-----	-----
	H/S	Hurechel Hardesty	-----	-----
	I/S	Ray New	14.15	95.75
	J/S	Carl Burkhead, Jr.	12.97	90.00
	K/S	Jack Woodridge	17.00	81.82
	L/SA	William Booth	15.27	72.00
	M/SA	Buster Putman	14.62	81.82
	N/S	Ryans Sunoco	17.15	85.71
	O/S	Jimmie Cundiff	-----	-----
	P/S	Kirl Lee	14.72	90.00
	Q/S	Slayton & Ford	15.07	92.78
	T/S	Butch Haag	15.10	89.25
	U/S	Roger Parrott	18.32	69.67
	V/S	Terry Jent	18.39	73.77

CLASS	NAME	E.T.	MPH
E/G	Jim Powers	13.28	100.00
A/MP	Sam Eadens	11.82	120.00
C/MP	Ray Wallace	13.75	104.65
D/MP	Raymond Nix	17.10	75.00
F/MP	Steve Brngers	-----	-----
H/MP	Russell-Avery & Bennett	14.85	100.00
D/SSA	Gerald Geary	13.07	101.12
F/SS	Mason Gary	13.28	104.65
B/SS	Mike Young	12.78	115.49

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Owner

STOCK

No cars older than 1955 may run in stock class.

	WINNER	RUNNER-UP
Competition Eliminator		
Dragsters/Altereds	\$60.00	\$15.00
Street Eliminator		
Gas-Modified Prod.		
Sports - Street Roadster	\$60.00	\$15.00
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SEE OTHER SIDE FOR VERY IMPORTANT INFORMATION.

Places You Will Remember-In More Detail: Cedar Creek Drag Strip/Bullitt Dragway

Courtesy Google Maps:

I think this is the strip today.



**CEDAR CREEK
DRAG STRIP**

DRAGS ~~EVERY~~ **OLD DRAGS** & HOLIDAYS
WEATHER PERMITTING **OLD DRAGS . COM** 15 3

**DO NOT COPY!!!
DRAG RACES**

FOLLOW SIGNS
Gates Open 9 A.M.—SPECTATOR FEE 1.00, CHILDREN FREE
South on Preston Highway, turn left on Mt. Washington Road

OLD DRAGS . COM

DRAGS

Courtesy <http://www.jalopyjournal.com/forum/showthread.php?>

CENTRAL STATE HOSPITAL

ALSO REFERRED TO AS ANCHORAGE ASYLUM OR LAKELAND

Home Page	Events Calendar	Lookup Requests	Message Board	Mailing Lists
Cemetery Burials	1880 Census Listing	News Article	Court Orders	Related Links

10510 LaGrange Rd, Louisville, Kentucky 40223
502-253-7000

Herein lies an attempt to catalog the names of the persons who resided, and possibly, buried on the grounds of Central State Asylum. It is requested that those who have found this institution's name listed on any family death certificate (s) to send an email so as to acquire a complete listing of persons who lived or might have been buried here and the approximate timeframe.

Please just send a quick line to your county coordinator giving the information known to you. It will be added to the cemetery listing.

At one time, the grounds of Central State Hospital included a much more expansive area and was a farm, and included the land of present day Tom Sawyer State Park and beyond.

An overview of the current grounds from Google maps. The photos on this page were found in "The Village of Anchorage" by Samuel W. Thomas.

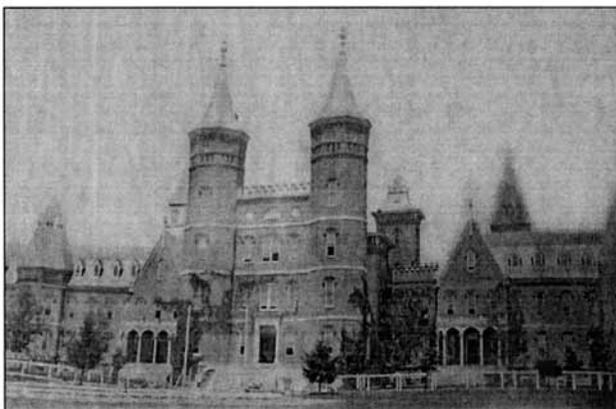
It is possible for a direct descendant of the Old Kentucky State Hospital patient to be appointed administrator of that person's estate for purposes of accessing existing records. There is a court cost of \$52.00.

State Government Listing - Cabinet for Health & Family Services
<http://mhmr.ky.gov/Facilities/>



Lake at back of grounds - where the name, Lakeland, was derived.

[Return to Main Page](#)



"Lakeland Asylum" was actually the Central Kentucky Asylum for the Insane. Built in 1869 in Anchorage, it initially housed juvenile delinquents and was called the Home for Juvenile Delinquents at Lakeland. In 1873, it became a lunatic asylum and was renamed the Central Kentucky Lunatic Asylum. By the time "The Little Colonel's Knight Comes Riding" was published (1907), the name had been changed to the Central Kentucky Asylum for the Insane. The facility cared for patients with psychiatric disorders, mental retardation and brain damage and was located next to where Louisville's E. P. Tom Sawyer Park stands today. The original building shown in the post card above was bulldozed in 1996.

During the late 19th and early 20th centuries, escaped lunatics were an every day hazard of life in Pewee (Lloydsboro) Valley. The Central Kentucky Lunatic Asylum was located only a few miles outside the city limits and inmate escapes occurred with some frequency. - excerpted from the *Little Colonel* website.

Central State Hospital is a 192-bed adult psychiatric hospital located in eastern Jefferson County, Kentucky, near Louisville. In 1869, land was bought from the Hite family, from the same original grant that would become nearby Anchorage, Kentucky. Though it initially housed juvenile delinquents, it 1873 it was converted into the state's fourth lunatic asylum, and renamed **Central Kentucky Lunatic Asylum**. By 1900 it was renamed **Central Kentucky Asylum for the Insane**.

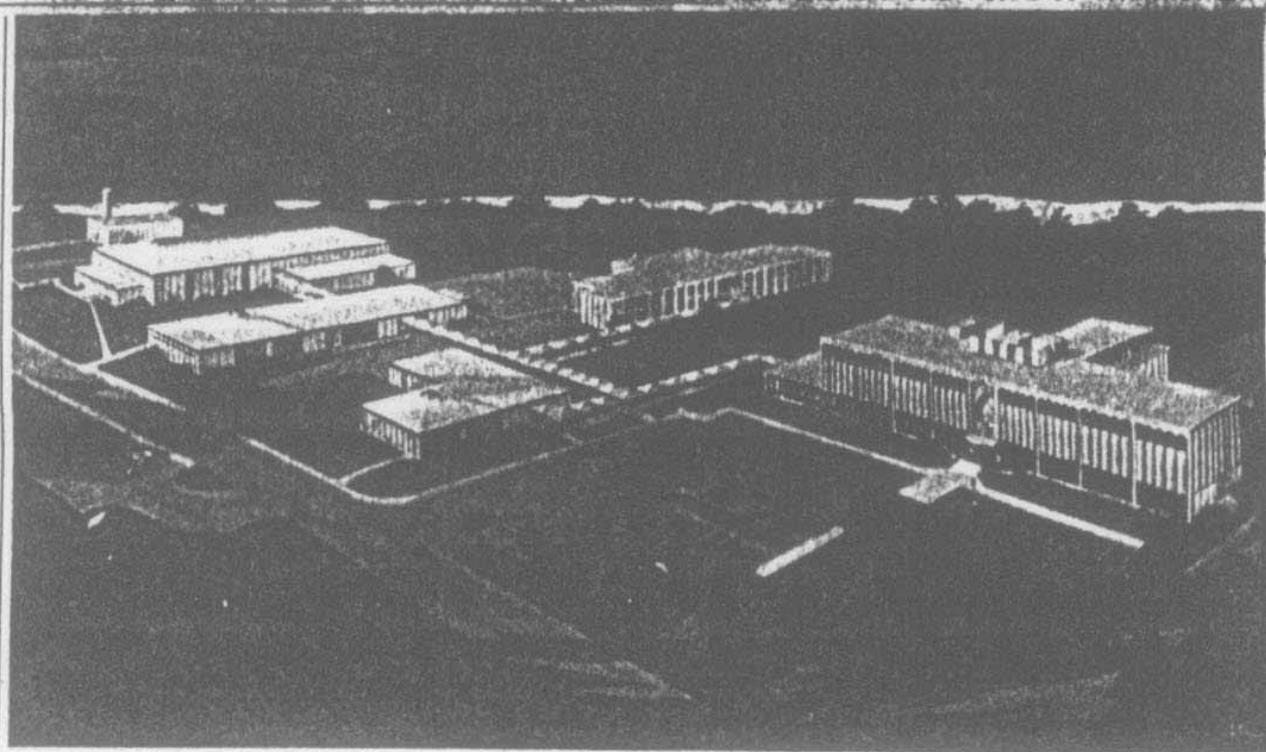
The secluded, rural setting was typical for such facilities in the late 19th century, as such an environment was thought to be beneficial for recovery from mental illness. However, not all patients had mental disorders, some suffered from brain damage, mental retardation or were simply poor or elderly. Though built for 1,600 patients, by 1940 there were 2,400. However, starting in the 1950s, changing community perception of the mentally disturbed, as well as the development of effective psychiatric medications, lead to fewer patients staying permanently in mental hospitals, and the average stay at the facility was two weeks by the 1990s.

In 1986 a new facility was completed on the original grounds, and the old buildings were razed. Though it flirted with privatization in the 1970s, it is publicly operated today.....

.....The land that is now Anchorage was a part of Isaac Hite's 1773 land grant, which awarded most of the land in today's Jefferson County to officers in the Virginia militia, in exchange for their service in the French and Indian War. Early maps refer to the area as Hite's Mill. Part of his original grant now makes up the grounds of Central State Hospital and E. P. "Tom" Sawyer State Park. -

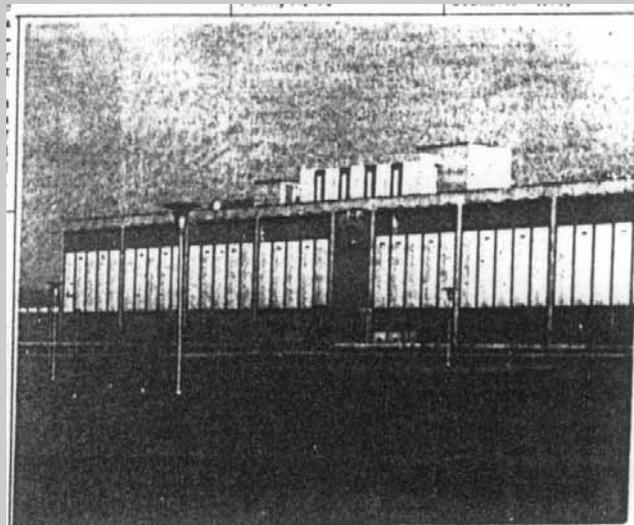
[Wikipedia listing](#)

Courtesy *The Voice Of St. Matthews*, January 3, 1963:



This is an architect's view of how an expansion program underway at Central State Hospital at Lakeland will look when completed in October, 1963. Shown are six of seven buildings planned in the \$3.9 million complex. From left is a power house; a social and recreational building; therapy building, which will have an occupational

therapy clinic, workshops, patient library and beauty and barber shops; dining room hall to serve all patients and staff in the new complex; dormitory to house 39 men and women; and reception and rehabilitation building which will have accommodations for 16 new admissions.



All ready for occupancy but only waiting for funds for equipment and staff. This is one of several buildings in a new complex just recently added to Central State Hospital on LaGrange Road which have been under construction nearly a year.

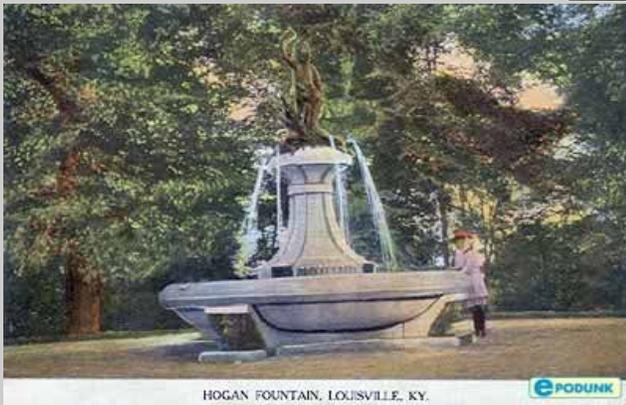
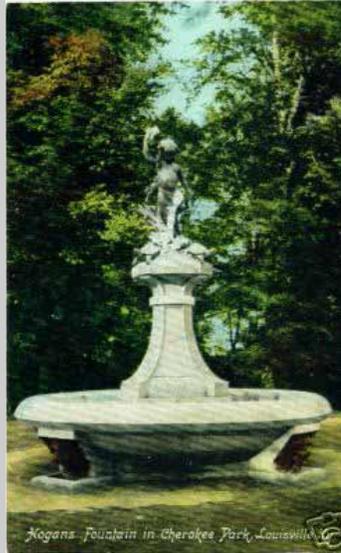
February 20, 1964

Places You Will Remember-In More Detail:

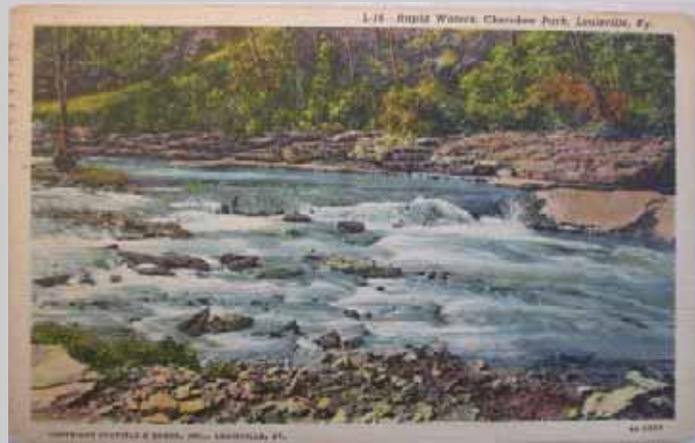
Cherokee Park

Courtesy of various Internet sites:

Hogans Fountain & Big Rock



HOGAN FOUNTAIN, LOUISVILLE, KY.



The Courier-Journal, 2008, flooding

Courtesy http://en.wikipedia.org/wiki/Cherokee_Park

History:

Cherokee Park opened in 1892, has always been a major draw, and was a key factor in sparking development in nearby parts of town.

Much of the land comprising Cherokee Park was originally part of a 4,000-acre (16 km) military land grant in 1773 to James Southall and Richard Charlton. Eventually a portion of it passed to Judge Joshua Fry Bullitt, who sold it in 1868 to foundry magnate Archibald P. Cochran. Cochran established an estate there called Fern Cliff, which operated as a museum for a while but has since been demolished.

In 1887, a city park system was proposed with three large suburban parks: east, west and south. The eastern park would be comprised of wooded land from six estates of the time, including Cochran's (which was sold to the city after his death in 1889). The other estates bore the names Bonnycastle, Barret, Wilson, Alexander and Belknap. The initial name of the park was to be Beargrass Park, but in 1891, as was fashionable in the late 19th century, a name that evoked the romantic imagery of native Americans was chosen.

Cochran's name lives on in Cochran Hill, which became notable in the late 1960s when two tunnels were dug under it at a cost of \$1.9 million so that I-64 would not have as extreme an impact on the park as it was run through it. The twin tunnels remain, running for about 425 feet (130 m) in length under the hill. Various groups, including one called *Save Our Parks*, formed as early as the 1940s to oppose running highways through the parks, and were largely responsible for forcing a tunnel as a compromise.

The tunnels, which opened in 1970, are one of three sites in Kentucky deemed "exceptionally significant" by the Federal Highway Administration. This designation, in turn, means it will be very difficult for the stretch of interstate running through the park ever to be widened.

Tornado damage in 1974:

Much of the park was heavily damaged in the April 3, 1974 tornado Super Outbreak. The tornado was an F4 on the Fujita. A city forester surveying the aftermath said, "I don't believe that anyone alive today will see Cherokee Park as it was before the storm."

Because of the loss of thousands of mature trees, a massive re-planting effort was undertaken, financed in large part by a grant from the United States government under the Disaster Relief Act of 1974. However, to qualify for these funds, the park had to be restored to its pre-tornado design as faithfully as possible. The original Olmsted plans were consulted for the park's "rebirth" (as it was called at the time), with 2,500 trees and 4,600 shrubs planted in the restoration effort.

Landmarks:

Cherokee Park contains many landmarks and points of interest. Many are self-contained areas within the larger park, set apart from each other by the natural terrain and creative use of landscaping. Because of the size and design of the park, many events can occur at the same time without interrupting each other.

Big Rock - A large rock in Beargrass Creek, which also lends its name to a picnic area and playground nearby. The rock itself is used for picnics, and as an ill-advised jumping spot (its flat surface offers about an 8-foot (2.4 m) drop into the shallow creek water below).

Scenic Loop - A 2.43 mile (3.9 km) mixed-use road around much of the park, with separate lanes for pedestrians and motorized vehicles.

Frisbee Field - A Large open field used for many purposes, most commonly soccer and Ultimate.

Baringer Hill - Commonly called "Dog Hill," "Kite Hill," or "Hill Number One." Once popular for kites, after a renovation in the late 1990s it has become better known as a gathering point for dog owners. This occasionally attracts the ire of park visitors who do not appreciate canines, especially those who, in violation of local ordinances, are unleashed. Opening in 2007 is a fenced dog park, located at the top of Cochran Hill.

Hogan's Fountain - A dog- and horse-watering fountain located atop a hill on the Scenic Loop, Hogan's Fountain was financed by the Hogan Family of Anchorage, Kentucky, in 1905. The fountain was sculpted by Enid Yandell, and features the Greek God Pan. It was officially unveiled on August 31, 1905. The name Hogan's Fountain is also often extended to the nearby hilltop area, which includes a large Gazebo, baseball diamond, children's fountains and a basketball court. This spot was once known as Bonnycastle Hill. Hogan's Fountain is a popular place for group meetings, family reunions and picnics.

Lover's Lane - A secluded, heavily forested stretch of scenic loop just past Hogan's Fountain.

Cochran Hill - A hillside between Frisbee Field and Lexington Road, and site of a dog park (opening in 2007).

Christensen Fountain - A recently restored fountain near the Lexington Road entrance.

Nettleroth Bird Sanctuary - Located in a quiet corner of the park, between Scenic Loop and a residential neighborhood.

Places You Will Remember-In More Detail: Claudia Sanders Dinner House

Courtesy <http://www.claudiasanders.com/aboutus.htm>:

History -

Claudia Sanders Dinner House, like the family that founded it, has a never say die attitude. While ravished by fire the day after Mother's Day, 1999 the Dinner House has reopened in an improved facility. We have larger banquet facilities and a state of the art kitchen, but have maintained the country charm of the old dinner house. With the enlarged and updated kitchen we have the space and equipment to prepare you favorite Kentucky dishes the way your grandmother made them.

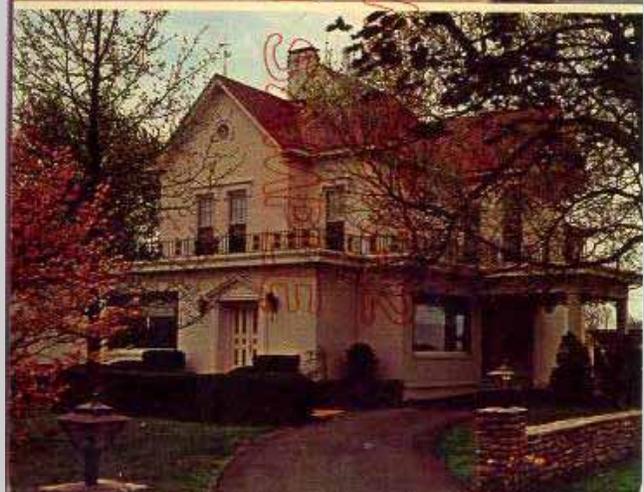
In 1959, at the age of 69, Colonel Harland Sanders and his wife, Claudia, moved from Southeastern Kentucky to Shelbyville. Prior to this, the Colonel had spent many years in Corbin, Kentucky, developing his now world-famous chicken recipe. His move to Shelbyville was prompted by the opening of Interstate 75 which bypassed Corbin and his restaurant. It was however, from this very building that Kentucky Fried Chicken grew into a world-wide organization.

The one hundred twenty five year old dwelling, Blackwood Hall, which is adjacent to the Dinner House, served as the Sander's residence and the base of operation for Kentucky Fried Chicken after their move here. The expanding business soon brought a need for office and warehouse space, so they constructed a building, later to become Claudia Sanders Dinner House that burned in May 1999.

In 1964, Colonel Sanders sold Kentucky Fried Chicken and the company offices were moved. Neither this building nor the Sanders were to remain idle for long however. Their knowledge of Southern Recipes and their natural leaning toward the restaurant business soon brought about the creation of this, the Claudia Sanders Dinner House where an air of Southern Hospitality and cooking combined with old fashioned, family style service still remain. You can take some of these Southern recipes home with you. Ask our hostess about the 'Claudia Sanders Dinner House Cookbook', a welcome addition to any cook's collection.



Today



Before the fire

Courtesy <http://www.churchilldowns.com/about/history>:

History Of Churchill Downs

Horse racing in Kentucky is rich in history, dating back to 1789 when the first race course was laid out in Lexington. However, it was almost 100 years later, in 1875, that Churchill Downs officially opened and began its tradition as "Home of the Kentucky Derby."

In 1787, The Commons, a park-like block near Lexington's Race Street was used by horsemen for racing. By 1789, complaints by "safety minded" citizens led to the formal development of a race meet at The Commons. The men who organized this race meet, including Kentucky Statesman Henry Clay, also formed the Commonwealth's first Jockey Club. The organization later was named the Kentucky Jockey Club in 1809.

Racing in Louisville dates back to 1783 when local sources reported that races were held on Market Street in the downtown area. To alleviate the problems associated with racing on the busy city thoroughfare, a course was developed at the now abandoned Shippingport Island in 1805. Racing was conducted on the island in the Ohio River at what was called the Elm Tree Gardens.

By 1827, a new track, known as the Hope Distillery Course, was laid out on what is presently Main and 16th Streets. Racing was also held on a number of private tracks located on farms throughout the local area. One of the more prominent of these was Peter Funk's Beargrass Track which was located in an area now bordered by Hurstbourne Lane and Taylorsville Road.

The Oakland Race Course was opened in the fall of 1833 and brought racing back to a formal site with the track, complete with clubhouse, located at what is now Seventh and Magnolia Streets in "Old Louisville". This was followed in 1858 by the opening of the Woodlawn Course on the Louisville and Lexington railroad lines just outside of today's St. Matthews, east of Louisville. The site closed in 1870, but the Woodlawn Vase, the track's premier trophy, has been used in the presentation to the winner of the Preakness Stakes at Pimlico since 1917.

Harness racing was also a significant part of Louisville's early racing history with a number of tracks in existence. One of the most prominent was Greenland, a racecourse for trotters was built just east of Churchill Downs in 1868.

The Founding of Churchill Downs: While traveling in England and France in 1872-1873, 26-year-old Col. M. Lewis Clark, devised the idea of a Louisville Jockey Club for conducting race meets. Clark toured and visited with a number of prominent racing leaders, including England's Admiral Rous and France's Vicomte Darn, vice president of the French Jockey Club.

Upon his return from Europe, Clark began development of his racetrack which would serve to showcase the Kentucky breeding industry. The track would eventually become known as "Churchill Downs." The first reference of the name Churchill Downs came in an 1883 Kentucky Derby article reported by the former Louisville Commercial.

"The crowd in the grand stand sent out a volume of voice, and the crowd in the field took it up and carried it from boundary to boundary of Churchill Downs."

The track was incorporated as Churchill Downs in 1937: The first public notice of establishment of the track was reported in the May 27, 1874 edition of the Courier-Journal. The notice was met with some objections because another track had already been proposed by the Falls City Racing Association for a site near the river just east of downtown Louisville. Clark and a group of prominent Louisville gentlemen met at the Galt House on June 18, 1874 to prepare articles of incorporation with the actual filing for the Louisville Jockey Club and Driving Park Association taking place on June 20.

To fund the construction of the track, Clark raised \$32,000 by selling 320 membership subscriptions to the track at \$100 each. Eighty acres of land, approximately three miles south of downtown were leased from Clark's uncles, John and Henry Churchill. A clubhouse, grandstand, porter's lodge and six stables were all eventually constructed on the site for the opening of the track.

For his inaugural race meet, Clark designed his three major stakes races, the Kentucky Derby, Kentucky Oaks and Clark Handicap, after the three premier races in England, the Epsom Derby, Epsom Oaks and St. Leger Stakes, respectively. These events have each been held continuously at Churchill since their debut in 1875. However, in 1953, the Clark was moved from the spring to the fall meet. The Falls City was also offered during the inaugural meet and after four interruptions, the race continues to be held.

The track formally opened May 17, 1875 with four races scheduled. The winner of the first race was Bonaventure, however the winner of the day's featured race, the Kentucky Derby, was a three-year-old chestnut colt, Aristides. Owned by H.P. McGrath, Aristides was trained by and ridden by two African-Americans, Ansel Williamson and Oliver Lewis, respectively. Despite the success of the first Kentucky Derby, the track was not financially successful and on November 24, 1894 the New Louisville Jockey Club was incorporated. William F. Schulte was appointed president and Clark was retained as presiding judge for the track.

Under Schulte, a new grandstand was constructed during fall 1894 - spring 1895 on the opposite side of the track for a

Courtesy <http://www.churchilldowns.com/about/history>:

reported cost of \$100,000. The grandstand was complemented by two spires constructed atop the roof. The twin spires, a simple architectural element, would become the symbol of Churchill Downs and the Kentucky Derby.

At the turn of the century, financial problems plagued the racetrack. On October 1, 1902 a group headed by former Louisville Mayor Charles Grainger, Charlie Price and Matt J. Winn agreed to takeover the operation. The takeover was done by amending the track's articles of incorporation with no transfer in the form of a deed. Grainger was named president, Price racing secretary and Winn vice president.

Under this administration, the track finally showed its first profit in 1903, 28 years after its founding. As the Kentucky Derby grew in popularity so did the racetrack. In 1907 the owners of Churchill Downs, who were officials of the New Louisville Jockey Club, joined with nearby Douglas Park to form the Louisville Racing Association. The purpose of the new Association was to establish race dates and policies for racing in the City. This relationship led to the formation of the Kentucky Jockey Club in February 1919 as a holding company for Churchill and three other tracks in the State: Latonia in the north, Lexington in the bluegrass region, and Douglas Park and Churchill Downs in Louisville.

Under the powerful Kentucky Jockey Club, the track's domain grew between 1919-1929. During this time the company acquired possession of the newly built Fairmount Park in East St. Louis, IL in 1925 and also constructed Lincoln Fields in Crete, IL in 1926. With five tracks under its control, the Kentucky Jockey Club began the process of dissolving the organization in December 1927 for the purpose of re-organizing as a separate holding corporation under the laws of the State of Delaware. According to a Louisville Times article dated December 29, 1927 . . ."incorporated under the laws of Delaware, provides for a capitalization of \$6,000,000, an increase of \$2,600,000 over the present capitalization."

The process was finalized on January 16, 1928 with the American Turf Association serving as the new holding company for Churchill Downs, Douglas Park, Lexington, and Latonia in Kentucky and Fairmount Park, Lincoln Fields and Washington Park in Illinois. Washington Park was purchased by the association during this period.

The Fairmount Park track was sold in 1929, and in 1935, the association began to dramatically trim its holdings with the sale of Washington Park, the closing and eventual sale of Lexington, and the end of racing at Douglas Park. The reduction left the association with three tracks: Churchill Downs, Latonia and Lincoln Fields. Due to economic reasons Churchill Downs and Latonia formed a separate operating corporation titled, Churchill Downs-Latonia Incorporated on January 28, 1937. Lincoln Fields was operated by Lincoln Fields Jockey Club, Inc., but all three tracks were still owned by the parent corporation, American Turf Association.

On January 13, 1942, officials of Churchill Downs-Latonia Inc. sold the Latonia track and abandoned racing at the site. Later that year on April 24, the Churchill Downs-Latonia Incorporated's name was officially changed to Churchill Downs Incorporated. The American Turf Association continued its affiliation with Churchill, but sold its last out-of-state holding, Lincoln Fields, in March 1947.

The corporate direction of Churchill Downs became a key topic in November 1948. Backed by track President Matt Winn (1938-49) and other board members, a committee was created to study the feasibility of the creation of a foundation to purchase Churchill and operate the track as a nonprofit entity with its earnings donated to the University of Louisville School of Medicine.

The proposal was founded upon the experience of the Churchill Downs Foundation, a charitable organization led by J. Graham Brown. Each fall, several days of racing were held for charitable purposes. During a 10-year period 1940-50s, the foundation donated approximately \$1.5 million to charity.

The proposal was considered up until the death of Winn on October 6, 1949. Following the naming of William Veeneman as chairman and chief executive officer of both Churchill Downs and the American Turf Association on Oct. 10, and the selection of Bill Corum as track president, the proposal was permanently shelved December 30, 1949.

The end of the once mighty American Turf Association came April 3, 1950 as stockholders voted to dissolve the association. Shareholders of the association exchanged their shares on a one for one basis for Churchill Downs Incorporated stock. Under the direction of Bill Corum, a former New York Times and New York Journal-American sports columnist, Churchill Downs and the famed Kentucky Derby continued to grow and modernize:

- the first national telecast of the Kentucky Derby aired May 3, 1952
- the first barns constructed of concrete firewalls were built in 1952
- more seating boxes were added to the second floor of the grandstand and clubhouse in 1953 with 400 additional third-floor boxes in the clubhouse
- film patrol was installed in 1954 to provide replays to the racing officials
- in 1955 a \$300,000 automatic sprinkler system was installed in the entire grandstand and clubhouse.

Following Corum's death in December 1958, Wathen Knebelkamp was selected as his successor on March 3, 1959. Under his direction an aggressive building and renovation program was initiated. During Knebelkamp's tenure improvements rose from \$128,000 in 1959 to \$1,016,000 in 1966. Renovations ranged from the installation of 1,000 seats on the north end of

Courtesy <http://www.churchilldowns.com/about/history>:

the grandstand (and construction of a museum in 1960) to the addition of the fourth and fifth floors of the Skye Terrace "Millionaire's Row" in 1965-66.

The success of the track continued under Knebelkamp, but Churchill's eighth president was faced with speculation that the track was a prime target for a hostile takeover. In January, 1960 a proposal was made to have the City of Louisville issue revenue bonds to purchase Churchill Downs. However, the proposal, which was made in an effort to secure the Derby and prevent outside ownership of the track, was turned down by aldermen. In December 1963, the Kentucky Racing Commission set forth a proposal to establish a new organization to purchase Churchill and Lexington's Keeneland Race Course and to modernize both tracks through revenue bonds.

Finally, in March 1969, as a counter to a stock takeover attempt by National Industries, a group of Churchill board members, headed by John Galbreath, Warner L. Jones, Jr. and Arthur "Bull" Hancock formed what was called the "Derby Protection Group." They successfully outbid National Industries for control of the Company, moving the stock from \$22 a share to \$35.

Lynn Stone became Churchill Downs ninth president as he replaced the retiring Knebelkamp in December 1969. Stone had come to Churchill in 1961 as resident manager and was appointed vice president and general manager in 1966.

Under Stone's leadership: the Derby celebrated its 100th running in 1974, with a record 163,628 on hand; added the Skye Terrace's sixth floor in 1977 for \$1.8 million; computerized the pari-mutuel system in 1982; and began development of a \$7 million Kentucky Derby Museum.

As president, Lynn Stone headed the efforts that ended two separate takeover attempts by Brownell Combs II of Spendthrift Farm and Irwin L. Jacobs, respectively in 1984. In August 1984, Stone resigned, following huge financial losses that resulted from two years of failed summer racing. Stone was replaced by acting President Thomas H. Meeker, a former general counsel to Churchill Downs while with the law firm of Wyatt, Tarrant and Combs. In September 1984, Meeker was named permanently to the position.

At 40, Meeker became the youngest president since Meriwether Lewis Clark organized the track at age 29. Meeker immediately began a five-year, \$25 million renovation renaissance, headed by: (*dollar figures in millions*)

\$2.5 core renovations (1984)

\$3.2 Matt Winn Turf Course (1985)

\$2.5 paddock construction (1986)

\$5 clubhouse improvements (1987)

\$3.7 Skye Terrace updating (1988)

\$1.2 barn area improvements (1989).

These renovations helped lead to a resurgence of the track, and were instrumental in attracting the Breeders' Cup to Churchill Downs. Churchill has hosted the event a record six times, and holds five of the top six attendance records.

In 1994, the Churchill Downs Management Company opened Hoosier Park at Anderson, Indiana's first pari-mutuel track. This would prove to be the first in a long line of properties purchased by Churchill Downs Incorporated, as the company staged an unparalleled period of growth beginning in 1998. On April 21, 1998, Churchill Downs Incorporated finalized the purchase of Ellis Park racetrack in Henderson, Ky. , and later purchased Calder Race Course in Miami on April 26, 1999. On Sept. 10 of that same year, Churchill Downs Incorporated acquired Hollywood Park in Inglewood, Calif. Another significant purchase came on Sept. 8, 2000, as Churchill Downs Incorporated completed a merger with Chicago's Arlington International Racecourse (now Arlington Park), which involved an exchange of stock with Arlington owner Richard Duchossois.

On Sept. 14, 1999, Alex Waldrop was named the 11th president of Churchill Downs, allowing Meeker to devote his total attention to Churchill Downs Incorporated as president and CEO. He was succeeded by current president Steve Sexton on Dec. 10, 2002.

Churchill Downs Incorporated's expansion continued in September 2004 as Fair Grounds Race Course in New Orleans and its affiliated OTB locations were purchased for \$47 million. In 2005, Hollywood Park was sold to Bay Meadows Land Company for \$257.5 million, and Ellis Park was sold to businessman Ron Geary in September of 2006. An agreement is currently being finalized to complete the sale of Hoosier Park to Centaur Inc. is being finalized. Today, Churchill Downs Incorporated owns racetracks and simulcast-wagering operations in Kentucky, Illinois, Florida and Louisiana and has an interest in various racing service companies. With its acquisition of Fair Grounds Race Course and its other Louisiana operations in October 2004, Churchill Downs added alternative gaming to its entertainment options.

Churchill Downs racetrack remains the flagship operation of Churchill Downs Incorporated, and recently underwent the most significant series of ambitious and comprehensive renovations in the history of the track. In July 2002, Churchill Downs began Phase I of a \$121 million renovation. The Phase I project provided 64 luxury suites and spacious meeting areas built atop the track's existing grandstand, with huge balconies providing stunning views of the Twin Spires. Phase I was completed for the opening of the 2003 Fall Meet. Phase II began in July 2003 with the demolition of an 800-foot

Places You Will Remember-In More Detail:

Churchill Downs

Courtesy <http://www.churchilldowns.com/about/history>:

expansion of the clubhouse, leveled to make way for new construction. The \$95 million Phase II project took nearly two years to complete and included an expanded Turf Club, 15 luxury suites, new group sales areas, premium outdoor third-floor boxes, indoor box seats, a new media center and television production compound, new dining and entertainment areas, a new grand entrance at Gate 17 leading to the track's integrated simulcast wagering areas, a new central kitchen, and satellite kitchen facilities. The construction provided an additional 404,000 square feet and increased the permanent seating capacity to approximately 52,000.

Robert L. Evans joined Churchill Downs Incorporated as its current president and CEO in August 2006. A business strategist, entrepreneur and Thoroughbred breeder by trade, Evans is exploring growth opportunities for the Company and the horse racing industry through technology initiatives and international distribution channels while maintaining the Company's long-standing commitment to quality racing.



Courtesy http://www.hellolouisville.com/Photos_People.Cfm 1901 KY Derby



Courtesy http://photos.igougo.com/pictures-photos-1777-p197203-Churchill_Downs.html



Courtesy <http://www.city-data.com/picfilesv/picv9621.php>



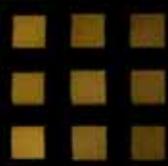
Courtesy http://www.galenfrysinger.com/churchill_downs_louisville_ky.htm

Places You Will Remember-In More Detail:

Churchill Downs

Courtesy http://www.galenfrysinger.com/churchill_downs_louisville_ky.htm





Colonial Designs

of St. Matthews

- HOME
- FLOWER DESIGNS
- INTERIORS
- FINE GIFTS
- DESIGN CONSULTATION
- ABOUT US
- LOCATION
- CONTACT

About Us

Customer service and a "hands on" approach to business will always be our first priority.

Colonial Designs was founded by Ann and Maurice Brotzge on March 23, 1951 as a full service florist. Ann had worked as a designer at Harpers flower shop in Atlanta , GA as a young girl and was forever hooked on flowers and their beauty.

Three of the Brotzge children literally grew up in the business. Colonial flower shop was a true "Mom and Pop" operation. The shop in the front, their home in the back. Martha, Terry, and Joe knew flowers from day one.

In 1963, Colonial Designs moved to it's present location at 3712 Lexington Road, where five children and all grandchildren have worked in some way over the years.

Over the years the shop has expanded and developed in size and inventory. Still a full service florist, Colonial Designs now carries a full line of upholstered and wood furniture, lamps, pictures, mirrors, custom silk arrangements and many unique gift ideas.

Ann and Maurice still come in the shop everyday while three of the Brotzge children, Martha Weinert, Terry Dayton, and Joe Brotzge, handle day to day operations. Amy, granddaughter to Ann and Maurice, works as a customer service manager.

Customer service and a family hands on approach to business is growing and developing daily.



Courtesy *The Voice-Tribune*: Colonial Designs, keeps it all in the family, by Hannah Jones, July 10, 2008.

Colonial Designs has been around so long, the now-grown children - and grandchildren - of original customers have begun to patronize the business.

A second and third generation of customers is only fitting for a family-owned business that has second and third generations operating what they call a true mom-and-pop shop.

Colonial Designs started in 1950 as a floral design shop out of Anne and Maurice Brotzge's basement. In 1963 the Brotzges moved the florist shop to its current location at 3712 Lexington Road in St. Matthews. Their children, Joe Brotzge, Martha Weinert and Terry Dayton, grew up in their parent's store.

"We probably ate our first meals in the back room," Joe Brotzge said.

Weinert, who does merchandising, started working full time at Colonial Designs when she was 18. Dayton, who does floral arrangements, and Joe Brotzge, general manager, soon followed.

Then came the third generation. Amy Moyer, Weinert's daughter, took the role of storefront manager several years ago. Dayton's son, Chris Dayton, also works at the shop.

Anne and Maurice Brotzge have retired but visit often.

As Colonial Designs increased its offerings, the store expanded into the retail spaces next door. The store now sells gift items, decor items, including furniture, and clothing such as scarves, jackets, jewelry and purses. Their next project will have them expanding yet again - this time upward.

The new upstairs addition will offer an expanded bridal registry, hostess gifts, personalized gifts and a resource room for decorative fabrics.

Colonial Designs has continued to expand its offerings because their customers have always supported it.

"People would ask, 'Do you carry this?' And we thought, 'Why not?'" Weinert said.

Another reason the store grew was that as each family member became more involved, they brought their own personal talents and interests to the business, and needed an outlet for it.

"So rather than disagree, we opened another part of the store," Joe Brotzge said as the family laughed.

But even though they each have their area of expertise, "We all agree. We all like the same things. It's uncanny," Weinert said.

"Everybody complements each other," Joe Brotzge said.

The family credits a large part of Colonial Designs' success to the longevity of their employees - most have been there more than 10 years - their hands-on approach to running the business, as well as the loyalty of their customers.

They find that the most rewarding part of their job is "working with each other and getting along," Moyer said.

And what do Anne and Maurice Brotzge, the ones who started it all, think?

"They are really proud," Weinert said.



Joe Brotzge, Terry Dayton and Martha Weinert, children of the original owners, and Amy Moyer, granddaughter, now run the family business.

Places You Will Remember-In More Detail:

Cox's Lake

Courtesy of Bill Wetherton:



Cox's lake, what is left of it, is at the south east corner on N. English Station Road and Avoca road. There are two lakes on the north east corner, part of a large quarry. You can see remnants of the old parking lots.



COX'S LAKE CLUB

A PRIVATE FAMILY
SWIMMING
and
RECREATION CENTER



Sparkling Clear Water, Sand
Beach, Tree Shaded Picnic Area,
Playground for Children,
Shuffleboard and Tennis Courts.

CALL FOR MEMBERSHIP INFORMATION
245-8861

1 MILE EAST OF MIDDLETOWN, TURN LEFT
(NORTH) ON ENGLISH STATION ROAD ABOUT MILE

May 11, 1967
The Voice—Jeffersonian

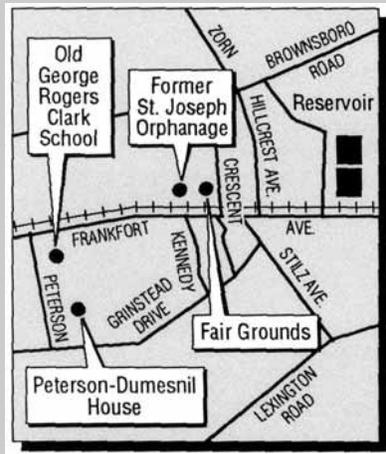
Courtesy A place in time, The story of Louisville's neighborhoods, 1989, by *The Courier Journal* and *Louisville Times Company*, David Hawpe, Nina Walfoort.

Crescent Hill

**Ridge's contour gives rise to name; mule cars gave way to trolleys on Frankfort Avenue,
By Martha Elson**



Kennedy Court was named for the grand estate of Thomas S. Kennedy, shown in this 1882 engraving. →



LOOKING BACK on growing up in Crescent Hill in the early part of this century, Ethel Briney, 86, remembers it as a self-sufficient community centered around church, library, home and school.

She grew up in what is now considered “the heart of Crescent Hill”; her earliest years were spent on South Bayly Avenue (then Park Avenue). She also lived on Crescent Court and Kennedy Avenue and in a big house on Stilz Avenue that rented for \$25 a month.

“We had no cars,” said Briney, whose father was a lawyer. “We did a lot of walking.”

She remembers walking past the fire station at Franck and Frankfort avenues on her way to George Rogers Clark School — which closed in 1977 and became condo-miniums in 1982 — and seeing the horses that pulled the engines.

On the way home, she stopped at Knopf-Hudson grocery for jumbo pickles and bought “great big chocolate kuchen” for a few pennies at Schaich Bros. confectioners along Frankfort Avenue. She toured the tree-lined neighborhood in a pony cart and later rode downtown on a streetcar.

“All of our social life was right there in Crescent Hill,” recalled Briney, who now lives in the Highlands. “I didn’t know there was anything else going on in the world. It was really a delightful place to raise children. That’s why our parents moved to Crescent Hill.”

Today, the look of the neighborhood, which celebrated its 100th anniversary in 1984, has changed some. The neighborhood suffered from an exodus in the suburbs in the 1950s and was hit badly by the 1974 tornado. A few modern buildings have gone up, and some of the older buildings along Frankfort Avenue are vacant or in disrepair. Overall, it is still a healthy residential neighborhood, with a less-than-vibrant commercial district.

But in many ways, the character of the neighborhood is the same. And plans pushed by the neighborhood community council are being carried out to further restore, rebuild and preserve it — particularly the commercial district along Frankfort Avenue.

Crescent Hill generally encompasses the area between Ewing Avenue, the St. Matthews city limits, Brownsboro Road and Lexington Road. It’s sliced in half by the old L & N railroad tracks and Frankfort Avenue, with streets branching off zipper-style.

According to the 1987 book “Crescent Hill Revisited,” by Samuel W. Thomas, the area was known as Beargrass in the 1800s, because of its location on a ridge between the Muddy Fork and the main course of Beargrass Creek. By the 1850s, Shelbyville Pike (now



Mules pulled a trolley car that traveled along Frankfort Avenue in 1898. Electric cars had replaced the animals by 1901.

Courtesy A place in time, The story of Louisville's neighborhoods, 1989, by *The Courier Journal* and *Louisville Times Company*, David Hawpe, Nina Walfort.

Crescent Hill

Ridge's contour gives rise to name; mule cars gave way to trolleys on Frankfort Avenue, By Martha Elson

Frankfort Avenue) and the Louisville & Frankfort Railroad traversed the area.

The tracks are a key to the development of the neighborhood, which has been described as the first railroad and mule-car suburb of Louisville. Besides standard passenger trains, mules pulled streetcars on tracks along Frankfort Avenue at the turn of the century. By 1901, the mules had been replaced by electric cars.

The 38-acre Fair Grounds were placed in the area that is now Crescent Avenue in 1853 to take advantage of the first train service from Louisville. An estimated 20,000 people packed the grounds for a national agricultural fair in 1857.

The site was auctioned in 1875 as the Fair View subdivision, named for merchant and insurance agent Thomas S. Kennedy's Fair View estate across the street. Adjoining land was bought in 1883 by the St. Joseph's Orphan Society, which constructed the St. Joseph's Orphans' Home (now St. Joseph Children's Home and St. Joseph Child Development Center).

Although the origin of the name Crescent Hill is uncertain, according to one account, Catherine Anderson Kennedy, Thomas S. Kennedy's wife, so dubbed it when the reservoir was being built in the 1870s and she saw the shape of the lake and the hill where it was located. Others say the name was in use earlier and was chosen because of the shape of the ridge.

In any case, the area was incorporated as Crescent Hill in 1884 and most of it was annexed by Louisville by 1897. By 1922, all of Crescent Hill was in the city.

For today's residents, Crescent Hill still offers many of the same attractions original residents re-member. Jane Dudgeon, who has lived in her house on South Hite Avenue for 75 years, said the biggest change is that few people sit out on their front porches. She remembers Judge Huston Quin, a former mayor of Louisville who lived on Kennedy Court, taking Sunday strolls to visit neighbors.

In "Crescent Hill Revisited," longtime resident Louis Ogden Stiles reminisced: "The town was also a church-going community. Everyone went to some church on Sunday." Among the churches that still are landmarks are Crescent Hill Baptist, Crescent Hill Presbyterian, St. Mark's Episcopal, Crescent Hill Christian and Crescent Hill United Methodist.

Today, perhaps the most prominent landmark is the Peterson-Dumesnil House, site of many community and private gatherings. It was bought in 1982 by the Crescent Hill Community Council and is managed by Peterson-Dumesnil House Foundation Inc. The mansion was built after the Civil War by tobacco businessman Joseph Peterson, for whom Peterson Avenue was named. (Peterson Avenue's steep hill reportedly was once used as a testing ground for motor cars).

Other Crescent Hill streets — Ewing, Franck, Gait and Kennedy—also bear names of once prominent residents. Field Avenue and Emmet Field Elementary School are named for Circuit Judge Emmet Field, who lived in the area of Crescent and Field avenues until his death in 1909.

Throughout its history, the train has played a vital role in Crescent Hill. Today, the tracks (owned by CSX Transportation Inc.) are still a thoroughfare for freight. At one time, three stations served Crescent Hill and workers could commute by rail into Louisville.

Hilda Miller, 63, who grew up on Wentworth Avenue and now lives off Brownsboro Road in the area, recalls how downtown residents rode the train to Crescent Hill to escape the flood waters in 1937. Neighborhood residents opened their homes to them. "Oh, gosh, we had about 13 in our house at one time," she said.

Miller, a longtime member of Crescent Hill Baptist Church and its bookkeeper, also remembers the train soot. "You could hear it when it hit the pavement."

Crescent Hill still is described as having the atmosphere and amenities of a small town.

"I don't know that there's any other place to live but here," said Miller. "I've never thought about living any place else. Everything I need is here."

Martha Elson has lived in Crescent Hill since 1980.

Places You Will Remember-In More Detail:

Crescent Hill

Courtesy A place in time, The story of Louisville's neighborhoods, 1989, by *The Courier Journal* and *Louisville Times Company*, David Hawpe, Nina Walfoort.

Crescent Hill

Ridge's contour gives rise to name; mule cars gave way to trolleys on Frankfort Avenue,
By Martha Elson



Children waved from under the sign at St. Joseph's orphanage in 1949. Land was purchased in 1883 by the St. Joseph's Orphan Society to build the home. It is now the St. Joseph Children's Home and St. Joseph Child Development Center.



Circuit Judge Emmet Field owned this home, as shown in 1954, at Crescent and Field avenues. That street and Field Elementary School are named for the Judge.

Photos courtesy Richard "Dick" Bedwell:



Steve Porter E-Mails, March 20, 2002

Re: [Waggener1960-1961- 1962] Crescent Hill pool

Certainly I remember the old Crescent Hill Pool. That's where I learned to swim. It seemed like it was a mile out to the raft and a mile back. It was a great place. It has now been replaced by the newer Mary T. Meagher Natatorium across the street.

Tucker's Lake in Jeffersontown was popular in those days because beer was plentiful for all with money, if you know what I mean. That was originally a quarry owned by the Tucker family that built our house (Tucker House). One day, when the locomotive and cars were at the bottom of the quarry to haul out rock, the miners dug down a little too far, hit a spring, and the whole quarry filled with water within a couple of days. The train is still there I am told.

Metro Parks offers year-round swimming and fitness opportunities at the indoor Mary T. Meagher Aquatic Center

Other places to swim were Cox's Lake on English Station Road in Middletown, another spring-filled quarry and, of course, the old Fontaine ferry Park pool in the West End. Lakeside was the popular spot for those in the Highlands and remains so today. Of the ones mentioned above, it is the only original one left. For some, there were the country clubs. Of course, then came Plantation Country Club. Steve Porter, '61

Courtesy, June 1, 1939, *The Jeffersonian*:



Re: [Waggener1960-1961- 1962] Crescent Hill pool

Here is some more info on the old Crescent Hill Pool. It was built in 1919 on the site of an old lake that had formed in a pit as a result of the construction of Water Co. facilities. The pool was 90 yards long and 40 yards wide. It was located just across from the reservoir gatehouse, which still stands.

I'm not sure when the new pool was built, but it was long before its naming after Mary T. Meagher, better known as "Madame Butterfly" (who is also a younger sister of current Congresswoman Anne Meagher Northup). That came years after her Olympic gold medals from the 1980 games. She was the best in the world at the butterfly in 1976, but the boycott of the Moscow games prevented her from attending. The Meagher Natatorium is now a fully enclosed year-round facility. Steve Porter '61

Waggener High school Alumni Comments:

Your neat postcard photo appears to be the original pool closer to Frankfort Ave. I believe this one was dismantled soon after WW2 but don't know the exact year. The second pool, the one most of us probably remember as Betty does was built soon after. Hopefully someone else can supply more exact dates. Anyway, many memories of mine, running around the pool usually led to an early exit and I learned the hard way (ouch!) not to dive in the shallow end. Larry

Who remembers the old Crescent Hill pool? I was taken to the old pool for a (unsuccessful) swimming lesson when I was about 6, so that would be 1949. There were steps at the shallow end, and they couldn't get me off of them. Lesson was by a man I can still picture, but have no idea of his name. I later learned to swim at the downtown YMCA pool.

I remember going up to the edge of the reservoir, which was always kind of scary to me -- had no idea how deep it was. And then running or tumbling down the hill. I think some of my Alton Road friends and I used to ride the bus down Frankfort Avenue, then walk to the pool.

Certainly I remember the old Crescent Hill Pool. That's where I learned to swim. It seemed like it was a mile out to the raft and a mile back. It was a great place. It has now been replaced by the newer Mary T.

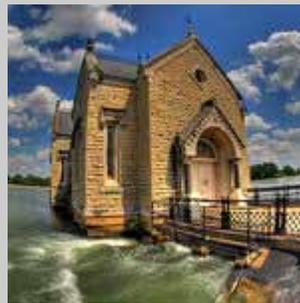
Places You Will Remember-In More Detail:

Crescent Reservoir

Photo courtesy <http://www.sniperphotography.com/hack/feed.mg>
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Ryan Armbrust—Sniper Photography, Crescent Hill reservoir, Louisville Water Company, Frankfort avenue



<http://www.flickr.com/photos/underneath/1108239294/>

Photos by Sam Upshaw Jr., *The Courier-Journal*
The Crescent Hill Reservoir, part of the Louisville Water Co. facilities, is a well-known landmark in the neighborhood. Neighbors often use the Reservoir Park grounds.

Etudes
<http://daniellight.blogspot.com/2007/02/crescent-hill-reservoir.html>



Courtesy *The Voice Of St. Matthews*:

Fire wrecks Dutch's Cafe

A fire early Friday morning at Dutch's Cafe, 3923 Frankfort Ave., caused an estimated damage of \$5,000 to the equipment and interior of the building.

Mrs. Marvin Stich, 4006 Norbourne Blvd., owner and operator of the cafe, said the fire started from a compressor. She said extensive damage was done to the cool draft system and beer boxes. Also considerable damage was done to the walls and floor.

The St. Matthews Volunteer Fire Department was called at 6 a.m. The Louisville Department was also called.

Other calls answered by the St. Matthews Firemen in the past week were: July 1 at 2:45 a.m., 4315 Church Way, electric wiring; 2:30 p.m. 430 Mockingbird Hill, tree; 2:40 p.m. 208 Exchange, tree; July 3, 2:40 p.m., Massie Avenue, field fire. 4:15 p.m. 3914 Brownlee Road, field fire; and July 6, 3:10 p.m. Breckinridge Village, field fire.

July 11, 1959

Courtesy http://louisville.metromix.com/bars-and-clubs/bar_review/review-dutchs-tavern/658924/content

Review: Dutch's Tavern—In the heart of St. Matthews, Dutch's continues to shine as a popular nightspot

Joanna Richards

Dutch's Tavern is a vibrant neighborhood bar, with a diverse and healthy late-night crowd, live music every night, a penchant for the Packers and plenty of games to keep you entertained if the booze and music alone won't suffice.

On a recent Wednesday night, the crowd frequently broke into sing-alongs to top 40 hits from the past several decades led by the talented duo, Kimmet and Doug, who work their tails off on Wednesdays and Sundays to produce a smile from the most aloof bar-goer. There was a \$2 cover.

Dutch's is the kind of place where a roomful of neatly groomed neighborhood 30-somethings banter raucously

with the cover band in the pause between a twangy, embellished version of Jimi Hendrix's "The Wind Cries Mary" — complete with behind-the-back guitar-playing by

Doug — and a nostalgic sing-along to Sublime's "Santeria."

It's also the kind of place where bar-goers want to do things, aside from sit on stools and drink. To satisfy them are two back rooms, one with arcade games and ping-pong, the other with two pool tables and a memorably defaced welcome sign. The place is also home to a crowd of enthusiastic Packers fans on game nights.

On tap are standard domestics, plus Killian's and Blue Moon (served attentively with an orange slice). No microbrews or local beers here, but there's a wide selection of familiar quality options like Newcastle, Sierra Nevada, and Stella Artois in bottles.

You come here to drink — there's no kitchen. Happy hour lasts from 1 to 8 p.m. nightly, when draft domestics are \$1.75, bottles go for \$2 and wells are \$2.75. Later at night, prices rise to \$3.50 for wells, \$2.50 for bottled beer and \$2.25 for draft domestics.

Around since 1929, Dutch's claims to be the oldest live music venue in Louisville. It's open every day from 1 p.m. to around 3 a.m., depending on the crowd.

Courtesy Al Ring, August 2009:



Courtesy *The Voice Of St. Matthews:*

Dutch's Tavern is expanded, remodeled

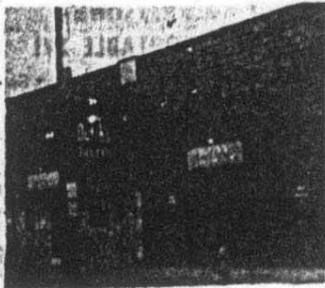
Dutch's Tavern, 3922 Frankfort Ave., one of the oldest business places in St. Matthews, recently completed an expansion and remodeling program.

The name of the tavern has been changed to Ye Olde Dutch's Tavern.

Marvin Stich, operator of the business, said the tavern has been expanded to the west to occupy space that formerly housed a bakery and paint shop. The interior and exterior of Dutch's are Old English.

The tavern is owned by Mrs. Marie Stich.

THE ROUND TABLE ROOM
AT THE NEWLY REMODELED AND GREATLY ENLARGED
"YE OLE"
Dutch's Tavern



INVITES YOU TO ENJOY
COCKTAILS AND
ENTERTAINMENT NIGHTLY
FROM 7:30 P.M. TO 2 A.M.
IN THE INTIMATE
ATMOSPHERE OF 17TH
CENTURY DECOR.

ALSO SERVING
LUNCH FROM
11 A.M. TO 2 P.M.

Dutch's Tavern
— SINCE 1929 —
3922 Shelbyville Rd. - St. Matthews

January 20, 1966, *The Voice-Jeffersonian*



MARK III TRIO
SONGS OLD AND NEW
FRIDAY AND SATURDAY NIGHT
DANCING COCKTAILS
DUTCH'S TAVERN
3922 SHELBYVILLE ROAD

Se, *The Voice-Jeffersonian*

Dutch's Tavern

IS PROUD TO ANNOUNCE THEY HAVE INSTALLED
A SMOKEETER

IN THE ROUND TABLE ROOM -- FOR YOUR COMFORT AND PLEASURE
ENJOY YOURSELF IN AIR FRESH ATMOSPHERE
ELIMINATE CIGARETTE SMOKE AND ODORS

LUNCHES SERVED 11 AM TIL 2 PM - ENTERTAINMENT NIGHTLY 9 PM TIL 1 AM
3922 FRANKFORT AVE. 896-9172

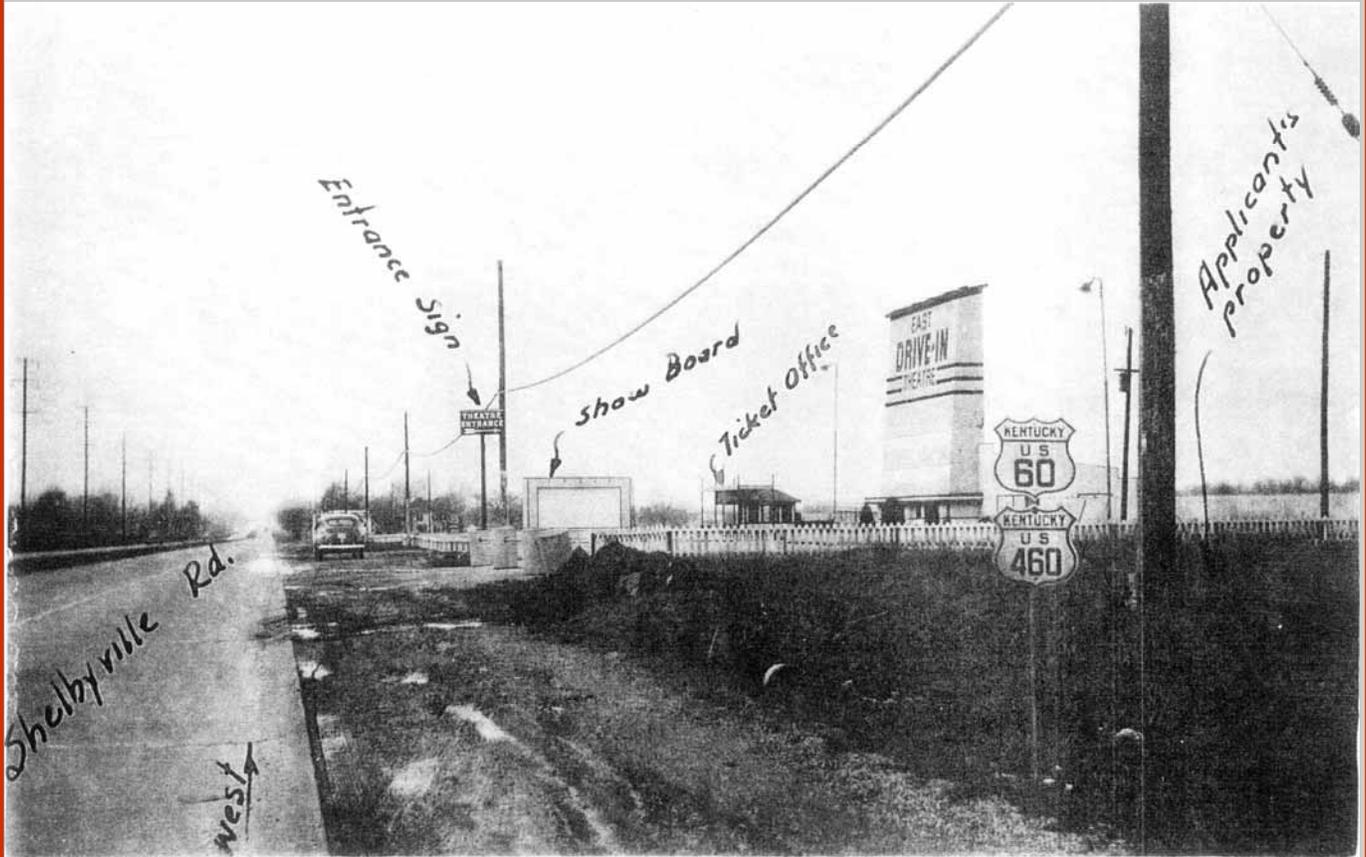
November 4, 1969, *The Voice-Jeffersonian*

Places You Will Remember-In More Detail:

East Drive-In

Courtesy of Beargrass-St. Matthews Historical Society:

March, 1949



Places You Will Remember-In More Detail:

East Drive-In

Courtesy of St. Matthews, The Crossroads of Beargrass by Samuel W. Thomas, page 148:

Without much fanfare a new movie theater opened along Shelbyville Road on 29 August 1941. The newspaper advertisement noted you could come and leave as you please and parking would be no problem. That particular claim was put to the test that night, however, when more than 600 car loads of movie-goers pulled into the field "graded in ripples to form earth ramps" and headed to stanchions that held car speakers. The place was simply called the Drive-In Theatre. Although outdoor theaters had been in existence for eight years, around Louisville there was no reason to be too specific because this was "Something New Under The Stars." Later it would be designated the East Drive-In, and by 1961 there were ten such places in Jefferson County. Twenty years later, they were a thing of the past and as civilization moved into their once outlying locations, the land was put to better productivity. The East Drive-In became the parking lot for a strip center that included Service Merchandise.

Opening TONITE
7:15 P.M.

"SOMETHING NEW UNDER THE STARS"

DRIVE-IN Theatre

2 SHOWS NITELY
RAIN OR CLEAR



BING CROSBY · DOROTHY LAMOUR · BOB HOPE

"ROAD TO ZANZIBAR"

ONLY AT A DRIVE-IN THEATRE CAN YOU HEAR ALL THE LAUGHS IN THIS PICTURE

NO PARKING PROBLEM
YOU COME AND LEAVE AS YOU PLEASE...

AND RELECTED SHORT SUBJECTS

2 MILES EAST OF ST. MATTHEWS ON SHELBYVILLE ROAD ROUTE 60

ADULTS 29¢ PLUS TAXES
CHILDREN AND CARS FREE

PERFECT SOUND AND VISION

DIXIE DRIVE-IN THEATRE
ON 31 W SOUTH OF SHIVELY

AT BOTH THEATRES NOW

EAST DRIVE-IN THEATRE
GATEWAY TO AS A HUNTINGTON BUILDING

ROCK HUDSON
DORIS DAY

IN EASTMAN COLOR • CINEMASCOPE
shown at 8:12

CASTING TONY RANDALL

"PILLOW TALK"
THELMA RITTER

RANDOLPH SCOTT
WESTBOUND
Technicolor—10:00

A man must die—Should he?
"JUSTICE AND CARYL CHESSMAN"
7:07

LOUISVILLE **DRIVE-IN Theatre**

Children Admitted Free!

FRI. SAT. SEPT. 19-20

LADY FROM CHEYENNE
MURIEL HARRISON
EDWARD ARBOLD
GLADYS GEORGE

ADULTS 29¢
CHILDREN AND CARS FREE

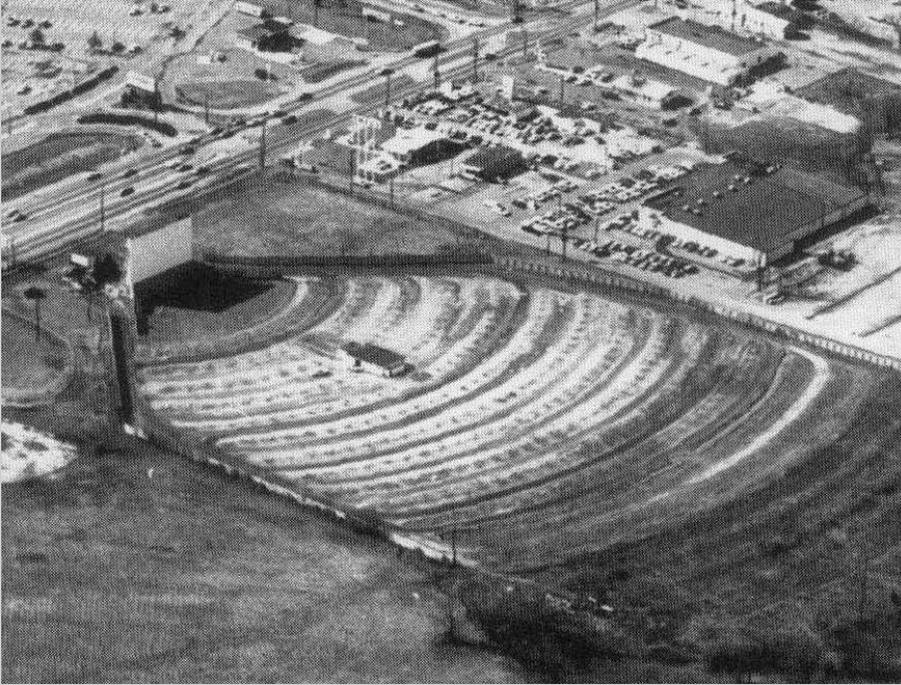
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Places You Will Remember-In More Detail:

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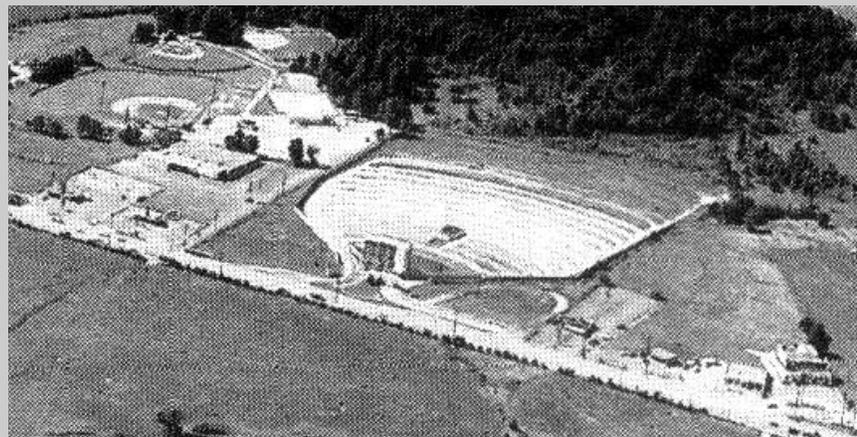
Courtesy of St. Matthews, The Crossroads of Beargrass by Samuel W. Thomas, page 148:



View of commercial development in place along south side of Shelbyville Road west of Watterson Expressway by February 1967. Across Road, East Drive-In would become site of Service Merchandise and Stein Mart. Beyond, at end of Ten Pin Lane, is the community recreation center, now undergoing extensive revitalization. Billy Davis Collection, University of Louisville Photographic Archives.



Turning into the Potato Festival grounds west of the East Drive-In, 24 July 1948, Lin Caufield Collection, University of Louisville Photographic Archives.



Aerial view showing Watterson Expressway before completion north of Shelbyville Road and the completed Shelbyville Road Plaza. By Bill Davis, 7 July 1960. Louisville Since The Twenties, 192.