

Waggener High School



Places You Will Remember In More Detail F to L, 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

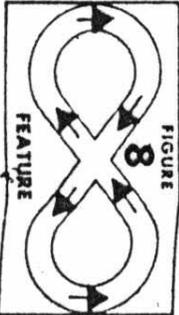
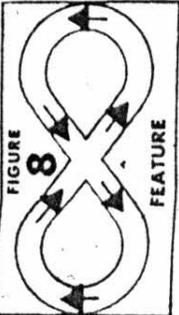
AUTO RACES

—FRI. NITE—

• TRIALS 6:00 P.M. RACES 8:00 P.M.

2—FIGURE—2

8

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- PLUS SEMI RACES
- PLUS DASH RACE

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**FAIRGROUNDS
MOTOR SPEEDWAY**
"The Action Track"
Ky. Fair & Exposition Center

July 18, 1963, *The Voice Of St. Matthews*

Bobby Watson still leads at speedway

Before Saturday night's late model and modified mid-season championship 100-lap race, the big question at the Fairgrounds Motor Speedway was "Who Can Stop Bobby Watson?"

After the race, it was still the same old question. Only it was perhaps a little bigger. Watson was the night's fastest qualifier, won a heat race and then led every step of the way to win the 100-lap mid-season feature by two laps. No one even remotely threatened him.

However, a threat does loom on the horizon in the persons of Bill Kimmel and one of the Speedway's top drivers of past years, Andy Hampton. Kimmel is building a car for Hampton to drive and it's pointed specifically toward stopping Watson, or at least giving him some competition.

It's a modified 1955 Ford, with a 827 cubic-inch Chevrolet engine in it. It will be considerably less than Watson's 427 Ford engine, but it also will be close to a thousand pounds lighter and there is where Kimmel hopes to corral the flying Watson.

In gaining almost a 1,000 pounds in weight on Watson, Kimmel feels that Watson will use more than 100 cubic inches, which is the difference in the engines, to pull the 1,000 pounds. And on top of it, he has one of the best drivers of all in Hampton.

Watson, naturally, added a lot more to his modified division lead, while late model Roy Wathen saw John Sommerville creep closer to him after Wathen went out of the 100-lapper with ignition trouble. There was no change in the Figure-8 standings, with Billy Vincent still leading Jim Taylor, after it was rained out Friday.

The Figure-8 cars race Friday, with the late models and modifieds slated Saturday.

International 500 scheduled

The International 500, a grueling 125-mile grind and the nation's riches race on a small track, is scheduled for Saturday night at the Fairgrounds Motor Speedway.

Some 30 drivers already have entered the race and will compete for the 24 starting spots and a chance for the \$2,000 first prize from the record purse of \$8,275.

They include practically all the top drivers from the Automobile Racing Club of America and the tops from among the Speedway drivers. The race is limited only to new cars of the last three years.

The 500, as usual, will be a battle between the invading ARCA forces and the local drivers. An ARCA driver, Harold Smith, won the first 500, then the next three were captured by Speedway drivers, Jesse Baird, Bobby Watson, and Roy Wathen, and last year ARCA hotshot Les Snow cased in.

August 3, 1967,
The Voice—Jeffersonian

July 13, 1967, *The Voice—Jeffersonian*

Courtesy <http://www.davidallio.com/speed/gallery/1978/lfms-061778/lfms-061778-0069.htm>
Cannot find any history on this track?????????

www.DavidAllio.com

1978 Motorsports Photographic Proof Sheet

Louisville Fairgrounds Motor Speedway | Louisville Kentucky
June 17, 1978 | Bluegrass 300 | ASA - American Speed Association

Photography by David Allio



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Places You Will Remember-In More Detail:

Fairgrounds Motor Speedway

Courtesy <http://www.davidallio.com/speed/gallery/1978/lfms-061778/lfms-061778-0069.htm>
Cannot find any history on this track?????????

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1978 Motorsports Photographic Proof Sheet

Louisville Fairgrounds Motor Speedway | Louisville Kentucky
June 17, 1978 | Bluegrass 300 | ASA - American Speed Association

Photography by David Allio



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Courtesy <http://www.79waky.com/photos3.htm>



Mason Lee Dixon sent us this one and said: "I am enclosing a picture from a 1966 promotional figure eight race at the Fairgrounds Motor Speedway. Many of the Louisville radio personalities of the day participated. See if the folks can recognize which Louisville DJ is which. I was the News Guy for WTMT at the time, but became a WAKY Jock in March of 1969. Tommy Downs, country singing star and WTMT morning jock is seated on the far right with a trophy in his hand. He won the race. Ken Douglas (WKLO's British jock) is over my right shoulder. Kenny Holiday of WTMT is over my left shoulder. Jerry Tucker of WLOU is next to Weird. That's all I can recall and I am not 100% sure that's Jerry." Okay, we see Mason holding the cup over Jim Brand's head and pointing. We also see Al Risen, Tim Tyler and Weird Beard. Can you help us with the rest of the names?

Courtesy United States Army Training Center Armor, Fort Knox, Kentucky, 1960's

History of United States Army Training Center, Armor

The history of the United States Army Training Center, Armor, dates back to 1940, when Europe was overrun by Naziism and the United States initiated its first peacetime draft in history. The Training Center had three names in that first year. It was entitled the Armored Force School and Replacement Center on 1 October, 1940, and changed to the Armored Force Replacement Center 25 years later. In April, 1941, the title became the Armored Force Replacement Training Center.

The Armored Force Replacement Training Center grew considerably in size and function during World War II, with the title being changed again in 1943 to the Armor Replacement Training Center. After the war, when the United States demobilized portions of its huge wartime forces, the Armor Replacement Training Center was placed on an inactive status. This occurred in July of 1947 when the Third Armored Division was reactivated at Fort Knox and assumed the training mission of the Armor Replacement Training Center.

In 1955, the Third Armored Division was ordered to "combat ready" status for eventual shipment to Europe. This brought the Armor Replacement Training Center back to active status in March of that year to carry on the

training functions. The name of the Training Center was changed to its present title in March of 1956.

As of 31 December, 1963, more than 550,000 trainees had completed training programs in the Training Center since its inception.

There are four training brigades in the United States Army Training Center, Armor. The First Brigade is responsible for Advanced Individual Training in Armor and Reconnaissance and Basic Unit Training in Armor and Reconnaissance. The Second Brigade trains men to be specialists in fields such as cooking, radio operation and clerical work. The Third and Fourth Brigades give Basic Combat Training.

The Training Center also maintains two separate companies—Headquarters Company and Service Company—and two attached units, the Noncommissioned Officers Academy and the 113th Band. USATCA has the capability of conducting training for about 18,000 men at one time. Its training and administrative personnel, both officers and enlisted men, number about 4,300. The total strength of the Training Center is approximately 22,000. Over 85,000 trainees graduate from various programs in USATCA each year.

Trainee Barracks



Places You Will Remember-In More Detail:

Fort Knox

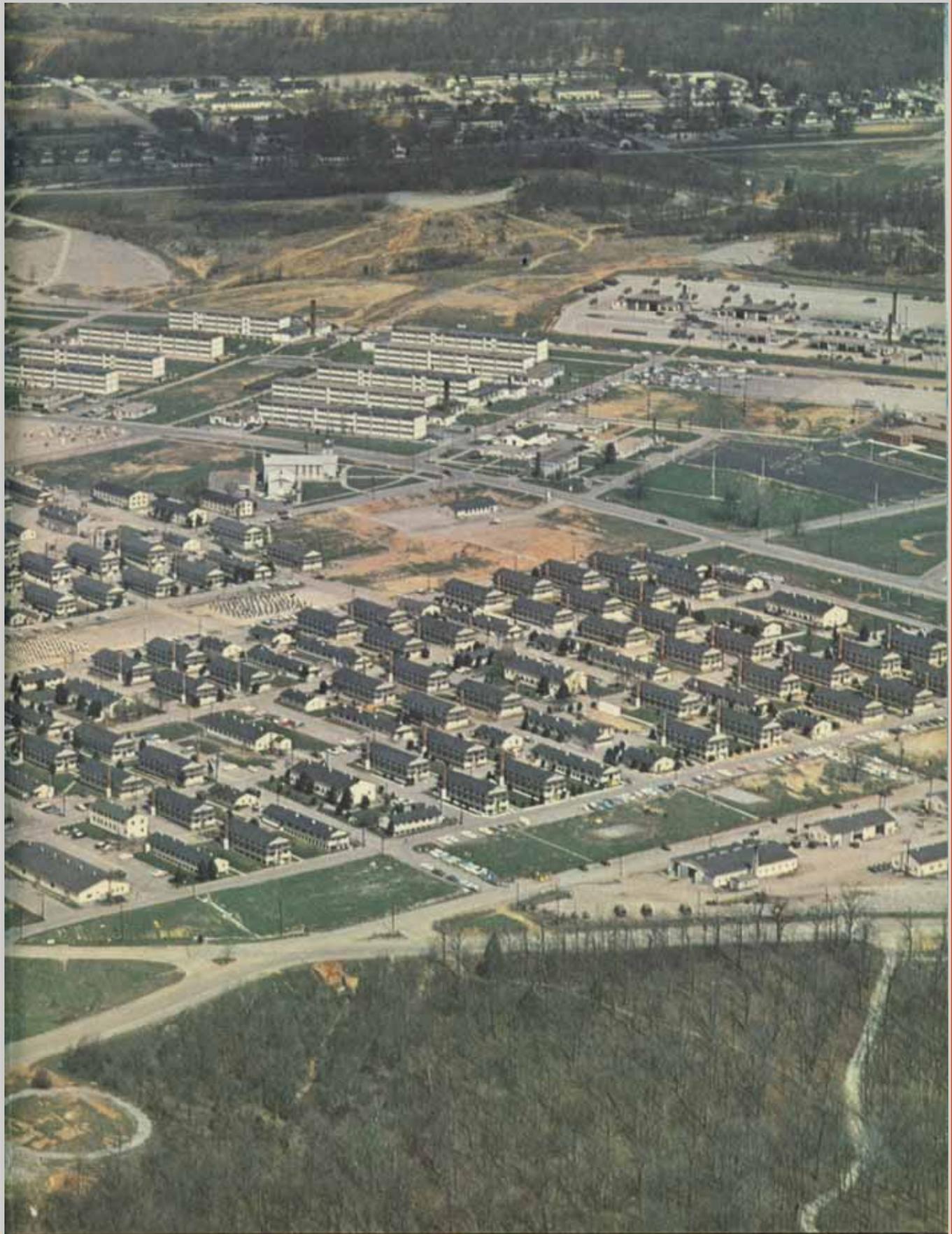
Courtesy United States Army Training Center Armor, Fort Knox, Kentucky, 1960's



Places You Will Remember-In More Detail:

Fort Knox

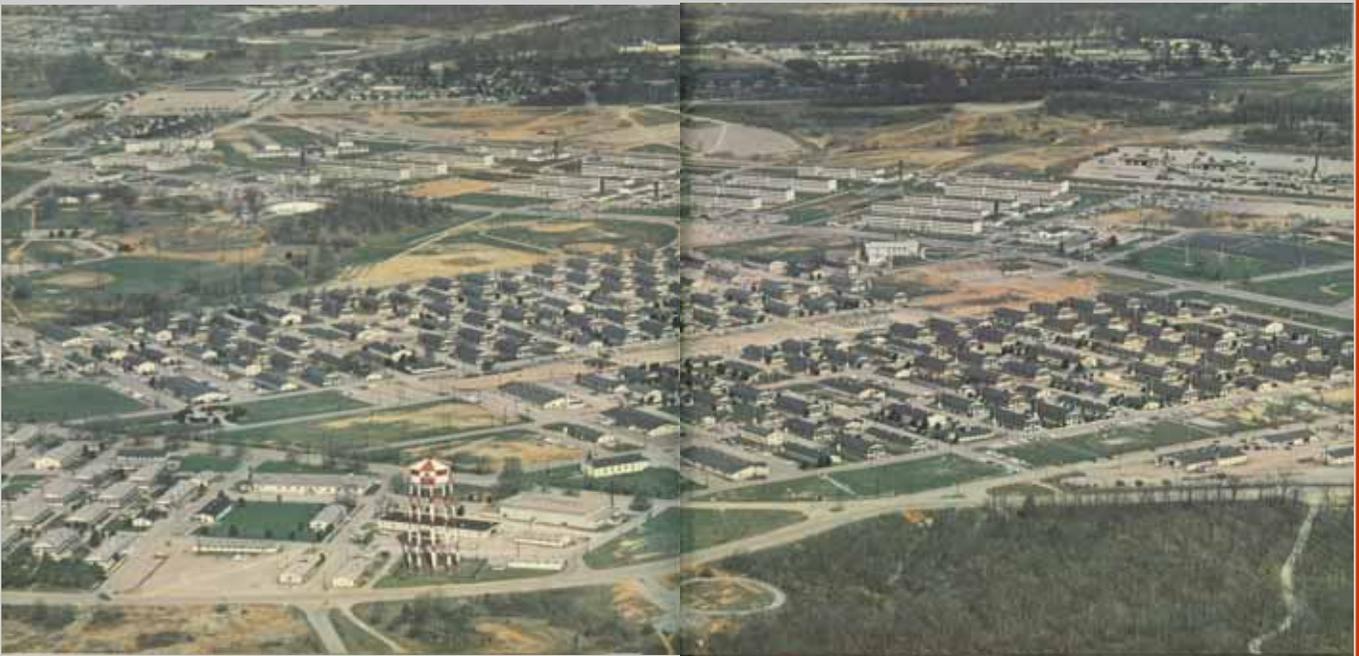
Courtesy United States Army Training Center Armor, Fort Knox, Kentucky, 1960's



Places You Will Remember-In More Detail:

Fort Knox

Courtesy United States Army Training Center Armor, Fort Knox, Kentucky, 1960's



Fountain Point Park edges toward reality

Although more money is needed to complete the project, the officers of the St. Matthews Business Association were authorized Tuesday morning by the board of directors to sign a contract for construction of Fountain Point Park at the intersection of Frankfort Avenue and Lexington Road.

Clearance has been obtained from the State Highway Department, owner of the land, but two or three other details must be worked out before actual letting of the contract. Those details are expected to be cleared this week.

A contract will be awarded to Noah Pullum, general contractor, for the construction, Miller, Wirby, and Brooks,

architects, have designed the project, which will have a 24-foot base pool and an elevated 12-foot overflowing pool with a center fountain.

The fountain will be in the center of the triangular area, and the memorial monument now on the site will be moved back, raised on a dias, and have a flag pole on each side.

Costs have risen as the project has developed, and although the Fountain Point Park fund raising committee has almost reached its original goal, the committee was asked to continue its work to be sure that costs could be covered.

The project is expected to be completed in 60 to 90 days.

March 9, 1967

The Voice-Jeffersonian



The St. Matthews Jaycees Saturday proved their good intentions and value to the community when they cleaned up the War Memorial triangle at Frankfort Ave. and Lexington Road. They bought the shrubs they planted along both streets, and in this picture they show what they're going to sell to make money to spend on such community work. Left to right are: Bob Rickert, Mayor Bernard Bowling, Bill Merkley, Police Chief E. N. Kelley, and Patrolman H. L. Mullins. The Jaycees started their sale of First Aid Kits by giving a kit to Mayor Bowling, to the Police Department, and to the St. Matthews Volunteer Fire Department. Officer Mullin "stood in" for Fire Chief John Monohan, who couldn't be present.

Jaycees beautify war memorial

Last Thursday, Friday, and Saturday, 17 members of the St. Matthews Jaycees planted 28 shrubs to complete the first phase of a project to renovate the grounds at the St. Matthews War Memorial at Frankfort Ave. and Lexington Road.

Funds for the project will be realized from the sale of First Aid Safety Kits. The sale is to start Friday, July 24, in this area and will run for 30 days.

In addition to planting the shrubbery the Jaycees plan to construct a gravel walk way to the monument, plant several trees in the fall, purchase a flag for the flag pole, seed the grounds, and set up two stone benches.



Once beautifully landscaped and fenced, the War Memorial point at Frankfort Ave. and Lexington Road looked like this last week before the St. Matthews Jaycees went to work on it, doing a major overhaul. Men in the neighborhood had been keeping the grass cut and had raised and lowered the flag each day.

July 23, 1964

The Voice-Jeffersonian

Fountain Point Park in St. M. to be completed in two months

The Fountain Point Park two-level fountain and pool should be in operation at Frankfort Ave. and Lexington Road within two months.

Directors of the St. Matthews Business Association Tuesday morning authorized letting of a contract to Noah Pullum Construction Co. not to exceed \$9,400, for the complete project, which has been in planning and financing stages since last fall.

Voluntary and solicited contributions have been received from numerous sources. The Fountain Point Park committee needs only a few hundred dollars to cover the contract cost.

Most of the money raised to date has been from business firms in the area.

In addition, however, Governor Edward T. Breathitt last October pledged \$1,000 from his contingency fund, and the St. Matthews Lions Club last week presented a check for \$1,000, to Association president A. J. "Bud" Elise.

The entire point will be reconstructed according to new plans drawn up by James Brooks, of Miller, Wirby, and Brooks, landscape architects. The veterans memorial now

centered on the plot will be moved back on the lot and flanked with two flag poles.

A 22-foot wide base pool will have six side jets shooting into a 12-foot center basin about four feet off the ground.

An eight-foot high heavy column of water will rise from the center of the upper basin, which will overflow into the lower pool with an all-around sheet of water.

Lights will be installed to illuminate all the pool and the column of water.

The entire plot will be landscaped with low shrubs, grass, and walks of concrete. Damaged sidewalks and gutters will be replaced.

Ray Stellenpohl and Jim Booker were co-chairmen of the fund drive, and Stellenpohl served as treasurer. Association officers Elise, vice-president John Ratterman, secretary Sara D. Glidden, and Stanley Jones, treasurer, were given general responsibilities for all details.

Clearances were obtained from the State Highway Department, owner of the land; the St. Matthews War Mothers which long ago erected the memorial on the site, the St. Matthews Womens Club, and The St. Matthews Jaycees, which recently upgraded the appearance of the point. The Standard Oil Co. station

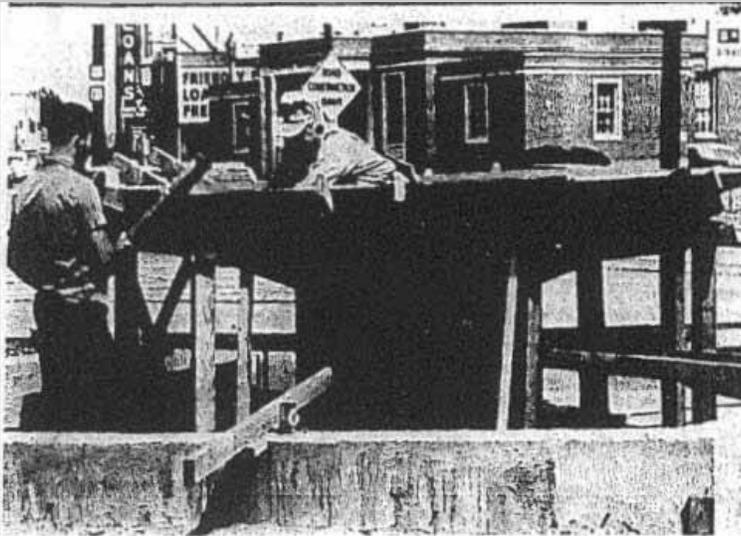
on the point made a substantial cash contribution, will furnish electricity and water, and take care of cutting the grass.

April 13, 1967

The Voice-Jeffersonian

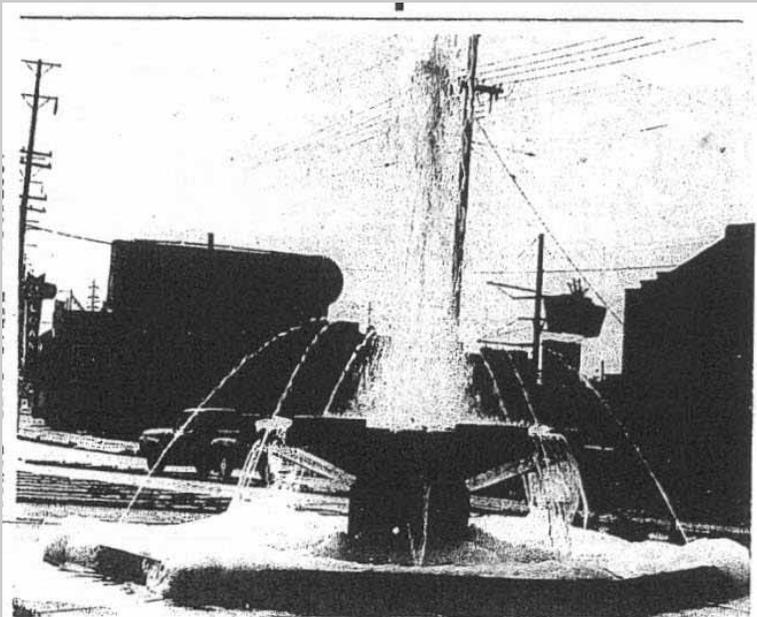
NOTE: See World War II Monument in this series.

Fountain is gone now, (2009).



CARPENTERS are shown erecting the framework for the fountain in Fountain Point Park at Lexington Road and Frankfort Ave. The project is due to be completed in about three weeks. The fountain will be near the park's eastern edge. Behind it will be located a war memorial, flanked by flags. The entire area will be landscaped.

May 18, 1967
The Voice-Jeffersonian



BUBBLE, BUBBLE, TOIL AND TROUBLE: A group of adults dumped liquid detergent in the new fountain in Fountain Point Park about 2 am Saturday. The fountain which had been turned on Friday, was still bubbling and sudsing when this photo was taken about 8:15 am. A service station attendant saw the adults "doctoring" the water but failed to get a full description or the license number of the car they were in. Monday night the fountain was besieged again with detergent dumpers.

June 22, 1967
The Voice-Jeffersonian

Fountain's dedication scheduled for July 19

Fountain Point Park may have its problems with pranksters or vandals dumping detergent into it, but that won't deter the dedication of it. The dedication date was set this week, with Governor Edward T. Breathitt consenting to do the honors at 11 am on Wednesday, July 19.

The public is invited, and invitations are being sent by the board of directors of the St. Matthews Business Association to a list of officials.

A brief ceremony is being planned with a band, flag raising of both Kentucky and U.S. flags, and the dedication.

Raising of funds for the beautification got a quick boost last October when Governor Breathitt volunteered \$1,000, from his contingency fund. More than \$9,500 was raised to finance the project.

Happiness is reading your own name in *The Voice-Jeffersonian*.

June 22, 1967
The Voice-Jeffersonian

Governor to dedicate fountain

Governor Edward T. Breathitt will dedicate Fountain Point Park, turning on the water officially and raising the Commonwealth and U.S. flags Wednesday, July 19, at 11 am.

This information was presented by David Harper, chairman of the event, to the St. Matthews Business Association officers and directors Tuesday morning at the Canary Cottage.

The association authorized the purchase of chemicals to keep the fountain from sudsing from detergents dumped into it by vandals. There have been four or five detergent dumping incidents.

The most recent vandalism incident was about 2 pm Monday when fourteen-age girls were seen dumping detergents into the pool.

They also waded through the pool, observers said, and took a chance of being electrocuted since there are electrical fixtures inside the basin.

City and county officials will back up the governor during the dedication ceremony, to which the public is invited. A platform will be stationed on Frankfort Avenue at the Point, and part of both Frankfort Avenue and Lexington Road will be closed temporarily during the ceremony.

Music, and a color guard will be a part of the ceremony along with the governor's part of the program. An open house for the officials at St. Matthews City Hall will follow.

Fund raising for the project started in September last year. When Governor Breathitt addressed the annual meeting of the association in October he gave the project a contribution of \$1,000 from his contingency fund, saying that he could justify the beautification project since it lies between two state highways.

By January 1 almost the entire amount needed to construct the fountain was raised, mostly in contributions from \$100 to \$1000. The St. Matthews Lions Club matched the Governor's gift with \$1,000. The total cost was approximately \$9,500, most of which was contributed. The Association put in the difference.

Construction of the fountain was completed in June, and the first night that the water was turned on, June 16, adult vandals dumped detergent into it about 2 am.

Noah Pulliam was general contractor for the project.

July 13, 1967
The Voice-Jeffersonian

Breathitt dedicates fountain

To the music of "Hey, Look Me Over" Fountain Point Park at Frankfort Ave. and Lexington Road was dedicated Wednesday by Governor Edward T. Breathitt, with the assistance of state, county, and city officials, and the help of other leaders and the public in general.

Other officials introduced were Mayors Bernard F. Bowling, of St. Matthews, Kenneth Schmied of Louisville, and County Judge Marlow Cook.

A. J. "Bud" Eline, president of the St. Matthews Business Association, which sponsored Fountain Point Park, gave a brief address of welcome. Sara D. Giddon, secretary of the association, expressed hopes for togetherness as the water and lights were turned on.

Prayers were given by the Rev. C. A. Reids, of Holy Trinity, and the Rev. Charles Rockard of Harvey Browne.

The governor's campaign theme song, and other music came from a 14 piece band assembled by Mrs. Harold Wick, musical director of Harvey Browne church. A color guard unit of Zachary Taylor Post, American Legion, officiated at the flag raising.

A reception for officials was held at St. Matthew's City Hall after the dedication. Three business men picked up the tab for the food and refreshments.

July 20, 1967

The Voice-Jeffersonian

Governor dedicates Fountain Point Park



AFTER DEDICATING Fountain Point Park Wednesday, July 19, Gov. Edward T. Breathitt takes a minute to autograph Scott Hoffman's cast. Scott, of 3013 Sombra Way, has a broken ankle. Scott and some 200 other persons attended the dedication ceremonies.



WITH GUSTO Harold Wick directs the Harvey Brown Memorial Presbyterian Church band which performed at the Fountain Point Park ceremonies.



MEMBERS of the St. Matthews Chapter of the American War Mothers gather in front of the fountain in Fountain Point Park after its dedication by Gov. Breathitt. From left, they are Mrs. Agnes Culbertson, Mrs. Anna Burd, Mrs. Arthur Guetig, and Mrs. Virginia Schuler. The chapter cares for the flowers at the veterans' memorial in the park.



OFFICIALS line up for pictures in front of the fountain in Fountain Point Park in St. Matthews after its dedication. From left, Louisville Mayor Kenneth Schmied, St. Matthews Mayor Bernard Bowling, Governor Breathitt, County Judge Marlow Cook, St. Matthews Business Association President A. J. Eline and Sara D. Giddon, secretary of the association.

July 27, 1967

The Voice-Jeffersonian

200 attend event in St. Matthews

Approximately 200 persons attended the dedication Wednesday, July 19, of Fountain Point Park at Lexington Road and Frankfort Avenue in St. Matthews.

The park, whose main feature is a two-level fountain, was a project of the St. Matthews Business Association and cost about \$9,000.

Gov. Edward T. Breathitt and A. J. Eline, president of the local business association, were the main speakers. Breathitt said the park "is an A-1 example of the result of community team work -- team work among civic clubs here, your St. Matthews Business Association, and your business firms who contributed to this beautiful achievement."

Breathitt contributed \$1,000 last October from the governor's contingency fund to the project.

Said Breathitt: "We in State Government pledge our continuing cooperation in helping you in St. Matthews and in all of Jefferson County to continue the improvements and progress you are achieving. More than \$102 million in State and Federal funds have been spent on highway construction in Jefferson County during the last four years, most of it on interstate roads to speed traffic."

"But even the fastest of traffic can not help but notice and appreciate beauty and improvements -- as they pass by such. Our plans have -- and will -- call for landscaping of the right-of-way -- and in some places, where justified, scenic strips."

"Truly, the business and industrial growth in St. Matthews and in Jefferson County

now is being accompanied by the beautification efforts such as we see here today."

Other speakers were St. Matthews Mayor Bernard Bowling, Louisville Mayor Kenneth Schmied, County Judge Marlow Cook and Sara D. Giddon, secretary of the business association.

The ceremony included flag raising by a color guard from Zachary Taylor Post of the American Legion and music

by a 14-piece band from Harvey Browne Memorial Presbyterian Church.

A reception for officials was held at the St. Matthews City Hall after the dedication.

SEAMAN Recruit Thomas L. Settles, 19, USNR, son of Mr. and Mrs. James Foster Settles, 3200 Maple Rd., Jeffersonville, has completed his two weeks of annual active duty training at the Naval Training Center, Great Lakes, Ill., and has returned to his local Naval Reserve unit.

July 27, 1967

The Voice-Jeffersonian

Bowling says area blessed

"Our community has been blessed in that the vast majority of our citizens are law abiding," Mayor Bernard F. Bowling said Thursday in a Memorial Day speech.

He said good citizens need to follow only two simple commandments: To love God and to love their neighbors.

"There would be peace in the world if these two commandments were followed," he commented.

Mayor Bowling was the main speaker at Memorial Day services in Fountain Point Park, where the St. Matthews chapter of American War Mothers honored area service boys killed in action. The ceremony included the laying of a wreath at the monument to those who died in World War II.

The program, held at 10 am, included: introduction of guests by Mrs. John E. Baldwin, president of the St. Matthews War Mothers; invocation, Dr. Walter E. Lawrenson of Beargrass Christian Church; pledge to the flag; color guard from Zachary Taylor Post 180 of the American Legion; laying of wreath by Mrs. Elsie Hemmer, benediction by the Rt. Rev. Charles C. Boldrick, pastor of Holy Trinity Church, and the playing of taps by Stuart Williams and Dennis Brown.

The program was arranged by Mrs. Henry Schuler.

The flag used in the ceremony belonged to the late Joseph Ruffra, Sr., of 106 Sherrin Ave., a veteran of World War I.



Unfurled

Members of the color guard of Zachary Taylor Post of the American Legion run up the flag for Memorial Day Services at Fountain Point Park in St. Matthews.



So we might be free

A WREATH was placed at the foot of the monument to the war dead in fountain park by Mrs. Elsie Hemmer last Friday during a memorial day service sponsored by the St. Matthews chapter of War Mothers.

Tribute to war dead held at local park

"Valley Forge, Monte Cassino, and Pork Chop Hill were dirty jobs... yet freedom lived on," said Mayor Bernard F. Bowling, quoting the text of a letter from a first lieutenant stationed in Vietnam.

Bowling read this letter as guest speaker at a Memorial Day service for the war dead of St. Matthews at Fountain Park last Friday.

The letter was from a former St. Xavier student now manning a gun bunker somewhere in the mountains of South Vietnam.

It contained the personal plea of the young lieutenant for students and citizens to back the efforts of America in Vietnam and the cause of freedom that is at stake there.

"Every man shares in his country's freedoms, in prosperous times... It is every man's duty and responsibility to stand by his country in its time of need, and to share in its misfortunes," the letter read.

Subsequent to Bowling's remarks, Mrs. Elsie Hemmer placed a wreath at the foot of the monument which honors the area's war dead.

Taps were played by Stuart Williams and Dennis Brown of the Masonic Home. The invocation was given by the Rev. Clay Boyer, of the Beargrass Christian Church, and the Rt. Rev. A. C. Gerst, of Our Lady of Lourdes Church, ren-

dered the benediction.

The color guard was provided by the Zachary Taylor Post of the American Legion.

The St. Matthews chapter of the American War Mothers sponsored the service.

June 6, 1968
The Voice-Jeffersonian

June 5, 1969
The Voice-Jeffersonian

Places You Will Remember-In More Detail:

Fontaine Ferry Park

Courtesy of *Memories of Fontaine Ferry Park, 1990:*

FONTAINE FERRY PARK

A short history of the site will help develop an understanding of how Fontaine Ferry Park came to be one of the nation's most famous amusement parks. Captain Aaron Fontaine, a Virginia militiaman, settled in west Louisville in 1798. He built a boat landing on the shore of his 44-acre plantation. During the Civil War, Captain Fontaine housed prisoners fleeing slavery. After the abolition of slavery, the landing site provided a fertile ground for the Fontaine Hotel and beer garden. Over the years, other famous performers came to the area such as Perry Como, Frank Sinatra, and the Dorsey Brothers.

John Willard, the designer of Palisades Park in New York, conceived the idea of Fontaine Ferry Park. The owners, The Park Circuit and Realty Company, began construction of the amusement park in 1903. At that time, there were several methods of transportation to Fontaine Ferry Park, the most common being steamboats. Fontaine Ferry's landing predated the first Ohio River bridge by 70 years.

During the park's first years, its success was so overwhelming that at least seven other amusement parks sprung up over the "Kentuckiana" area. Some of these were Sennings Park Zoo, White City, Ninaweb Park, Liberty Grove, Hammers Park, Glenwood Park, Rose Island, and Kiddieland Amusement Park. Fontaine Ferry's competition didn't last long. All of these parks closed within three years after their opening.

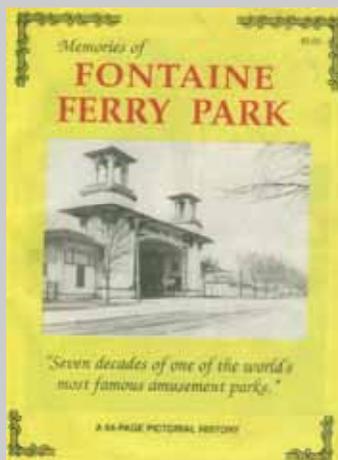
Over the years there were four major roller coasters in the park, all on the same site. They were: The Scenic Railway, The Racing Derby, The Velvet Racer, and The Comet. In 1937 the flood wiped out The Velvet Racer, but did virtually no damage to the rest of the park. This was because the roller coaster was built in the flood plain, whereas the rest of the park was not.

Problems with Fontaine Ferry Park began in 1941. On November 7 of that year, allegations of the rides being too rough began. People were cited for standing up on the roller coasters. The Comet roller coaster tossed a rider while two others were killed on the Racing Derby. Another child was thrown from one of the smaller rides inside a building. Roller skaters were even hurt along with a swimmer. An aerialist fell 25 feet, missed the net, but was not hurt. Also during this time accusations were made that the waters of the Tunnel of Love were infested with snakes. The story was believed by the public and Fontaine Ferry was forced to replace the tunnel with the Turnpike. Later, the snake story was proven false.

Fontaine Ferry Park was faced with problems far greater than rough rides during its 64 year existence. In 1964 a man named William Dady was prohibited from entering the pool because of his race. Many of the other park visitors were afraid of being in the pool with a "Negro." Dady and his friends wanted to come to Fontaine Ferry and swim but were told that the pool was a private club and that city laws of integration did not apply. By forcing his way in, Dady and his friends entered the pool a second time. After being removed again, they decided to obey the court order. This all took place near the end of July 1964. By August 9, the court order was extended to keep Dady out for a longer period of time. The season of pool operation ended before an "anti-discrimination" law or court order could be issued.

On opening day, May 4, 1969, many youths attacked workers and looted Fontaine Ferry Park. Many items were destroyed, especially the portable food stands and some buildings. The damage cost the park \$18,000 and took 25 policemen to handle. The park closed that day, never to reopen as Fontaine Ferry Park. The buildings and rides sat idle for some time, only to reopen as another amusement park. Opened in 1972, the aptly named "Ghost Town on the River" lasted only three years. The area was also later renamed River Glen Park, but its duration was even shorter: one year.

On May 25, 1976 the gate and penny arcade burned down. The sparks set off other fires around the park. After the fire, the auctioned-off rides ended up in various locations across the country. The carousel, presently located at Six Flags Great America, near Chicago, is shown on the left. It is worth \$1,500,000. Since the acquisition of Kentucky Kingdom into the Six Flags chain, the city of Louisville has been working on getting the carousel returned to its original home. Pictured on the right is the Hrubetz Paratrooper, which was relocated to Knoebels Amusement Park in 1970. Although these are the only two visual images of Fontaine Ferry Park remaining, the countless mental images and souvenirs will live on forever.



Fontaine Ferry Park Memorabilia!

Now you can own your own **SPECIAL** little piece of the famous Amusement Park!

* A reproduction of a grand opening poster
Poster: 22" x 28" in beautiful red, yellow, and black.
Only \$10.00

* A piece of the "Comet"
A green block of wood from the original structure with a brass nameplate - "Fontaine Ferry Park - The Comet"
Only \$7.00

Please send me: _____ posters: **\$10.00 ea**
_____ pieces of the Comet: **\$10.00 ea**
Plus \$2.50 (P&H) per order to:

Name _____
Address _____
City _____ State _____ Zip _____

PCR Publications
5985 West Pughs Lane
Louisville, KY 40238

June 18, 1942, *The Jeffersonian*.

\$500, \$300, \$200 in
United States WAR BONDS
GIVEN AWAY at
St. John's Day League
PICNIC
Proceeds to **Masonic Widows and Orphans' Home and Old Masons' Home**
Saturday, June 20

Your Money Buys More

Aids Both Our Homes

Fontaine Ferry Park

Places You Will Remember-In More Detail:

Courtesy of *Memories of Fontaine Ferry Park, 1990:*

Fontaine Ferry Park

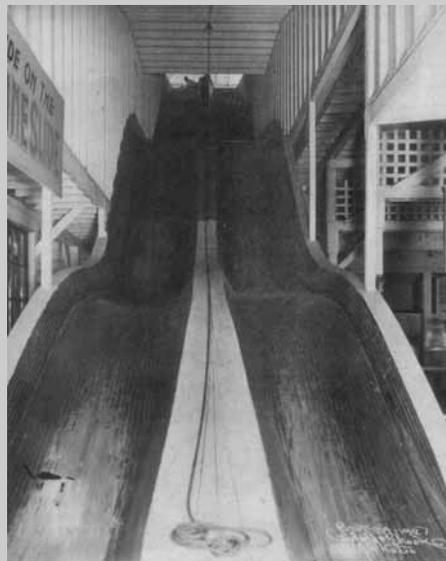
FONTAINE FERRY PARK



THE SULTANS — GYPSY VILLAGE REGULARS



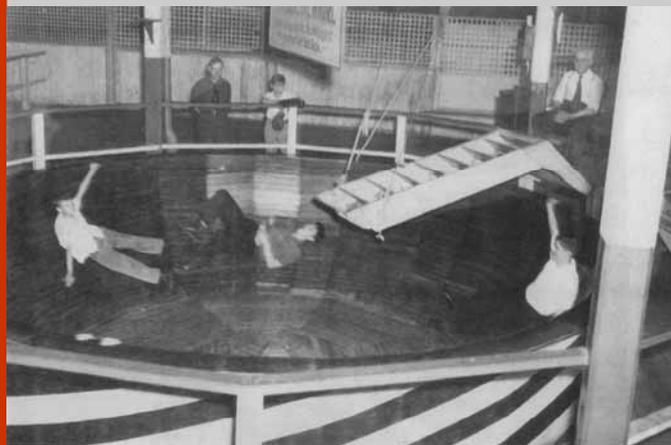
STRETCH-AND-PULL MIRRORS



DOUBLE SLIDES IN THE 1920'S



A BUMPY SLIDE, 1944



A RIDE INSIDE A SUGAR BOWL



CHILDREN ON THE WHEEL OF JOY

Places You Will Remember-In More Detail:

Fontaine Ferry Park

Courtesy of *Memories of Fontaine Ferry Park, 1990:*

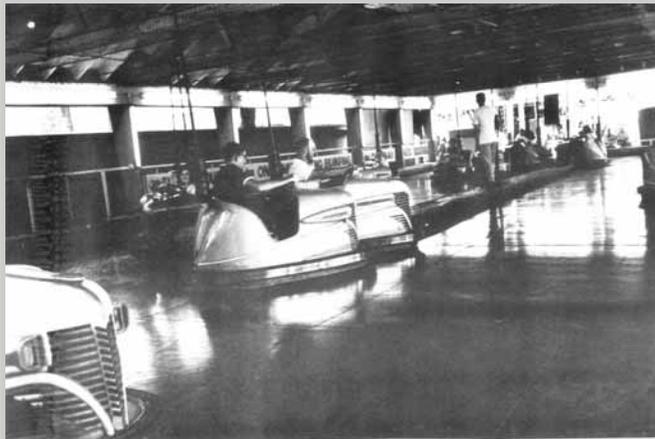
FONTAINE FERRY PARK



WELCOME TO THE COMET



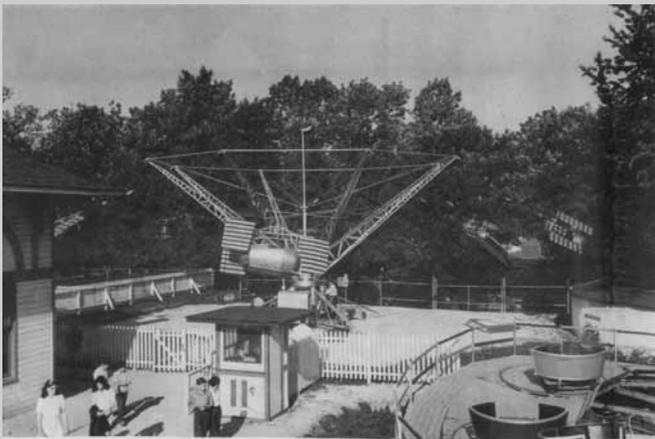
THE FAMOUS MERRY-GO-ROUND



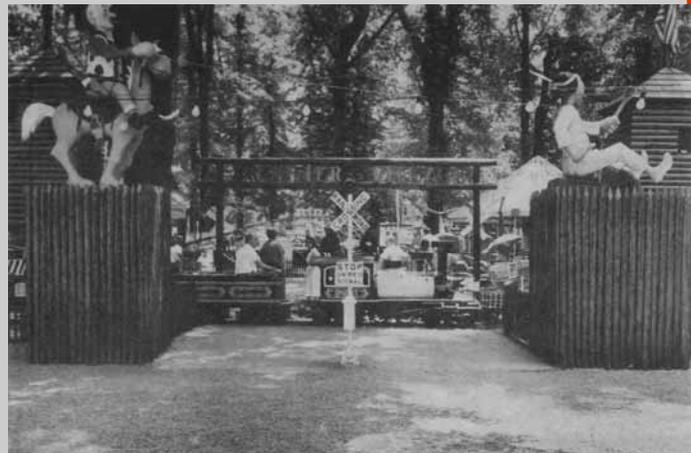
OUTTA' MY WAY!



CROWDS GATHER DURING SPECIAL EVENTS



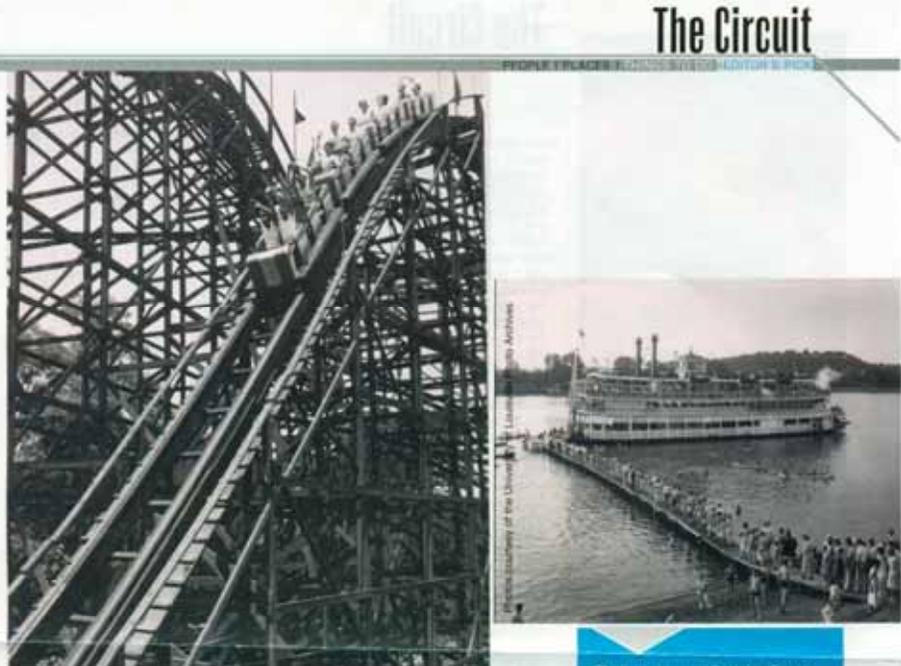
RIDE THE LINDY PLANES — ONLY 11 CENTS!



FRONIER VILLAGE

Courtesy The Voice—Jeffersonian, May 2, 1968:

Courtesy Elizabeth “Betsy” St. Clair Skiles:



Catch the Old Ferry

Long before Six Flags Kentucky Kingdom, there was Fontaine Ferry. Opened in May 1905, the 64-acre amusement park, known to locals as “Fountain Ferry,” was located on the bank of the Ohio River at the site of a former flatboat ferry service landing. Adjacent to the West End’s Shawnee Park, the popular summertime hangout had a penny arcade, a fun house known as Hilarity Hall, a swimming pool and a wooden roller coaster named the Comet, which had a 90-foot drop and nearly 4,000 feet of track. Frank Sinatra was among the artists who performed on the park’s stage.

Trouble was, not everyone was invited because, until 1964, Fontaine Ferry was segregated.

From May 16 through Sept. 8, the Frazier International History Museum will examine the park’s past through artifacts, photographs, and recently taped interviews. “It closed 40 years ago, so there are still people alive and well who have very vivid memories of Fountain Ferry,” says Krista McHone, who does PR and marketing for the Frazier.

“Everything was not happy and positive. At the time, Fountain Ferry was a symbol of segregation. For the bulk of the park’s existence (until 1964), if you had the wrong color of skin you weren’t getting in.”

“The African-American folks who lived in the area in particular, they could see that roller coaster going throughout the summer and (hear) the kids screaming and having a good time. And they couldn’t get in,” she says. “If you talk to some of the people who had that experience, Fountain Ferry became a symbol of what they were fighting against in the Civil Rights movement.”

By the late 1960s, racial friction and a couple of fires resulted in Fontaine Ferry’s closing. By 1972, a renovation and a name change to Ghost Town on the River had taken place, but the venture was ultimately unsuccessful.

The museum began working on the exhibition two years ago and has since conducted 40 interviews with people who can recall the park’s highs and lows. Joe Ley, who owns the Market Street antique store,

Thrill-seekers on Fontaine Ferry’s Comet (left) and boarding the ferry for a trip upriver (above).

provided many of the more than 100 items that will be on display. Others heard about the exhibit through word-of-mouth. One woman, for instance, is lending the roller skates and skirt she wore as a member of a skating club. The Frazier has also constructed a scaled-down replica of Fontaine Ferry’s original entrance. Plus, Sam and Sue, the creepy clowns at the front of Hilarity Hall, will also be in attendance.

“There are things,” McHone says, “that are really going to generate a sense of nostalgia in people, because there are so many folks who grew up in Louisville or whose parents were around during that time. Really, good or bad, people have very strong memories.”

The Frazier International History Museum, 829 W. Main St., is open from 9 a.m. to 5 p.m. Monday through Saturday and noon to 5 p.m. on Sunday. Prices vary. Call 753-5663 or visit www.fraziermuseum.org for more information.

— Josh Moss

MAYOR GARNETT INMAN'S DAY

Tuesday, June 11, 1968

FONTAINE FERRY PARK

Louisville, Kentucky

Buses will leave Scribner Jr. High School, 910 Old Vincennes Road,

10:30 a.m. — Return From Park 6:00 p.m.

ADMIT ONE FREE — PARK GATE

ADMIT ONE
FREE

MIRROR MAZE

JUNE 11, 1968
UNTIL 5:30 P.M.

ADMIT ONE
FREE

ROCKET

JUNE 11, 1968
UNTIL 5:30 P.M.

THIS TICKET
AND 5 CENTS
GOOD FOR RIDE ON

FERRIS WHEEL

JUNE 11, 1968
UNTIL 5:30 P.M.

THIS TICKET
AND 5 CENTS
GOOD FOR RIDE ON
MERRY-GO-ROUND

JUNE 11, 1968
UNTIL 5:30 P.M.
Exchange This For Ticket

THIS TICKET
AND 5 CENTS
GOOD FOR RIDE ON

ROCK-O-PLANE

JUNE 11, 1968
UNTIL 5:30 P.M.

THIS TICKET
AND 5 CENTS
GOOD FOR RIDE ON

TILT-A-WHIRL

JUNE 11, 1968
UNTIL 5:30 P.M.

THIS TICKET GOOD
FOR TRIP ON
BUS

NEW ALBANY TO
FONTAINE FERRY PARK
JUNE 11, 1968
10:30 A.M.

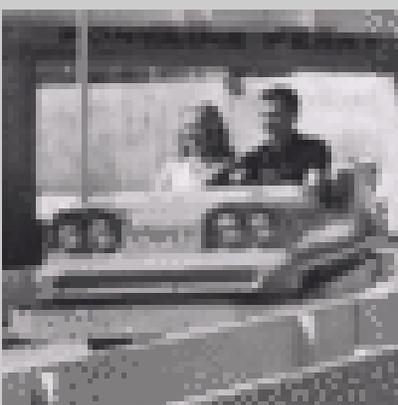
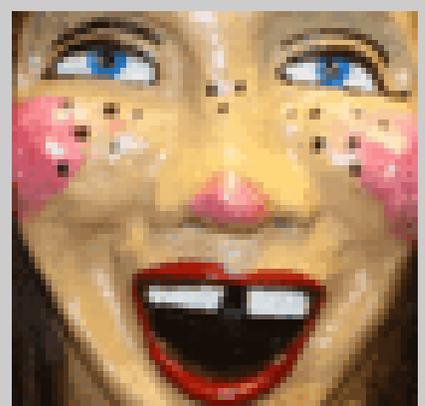
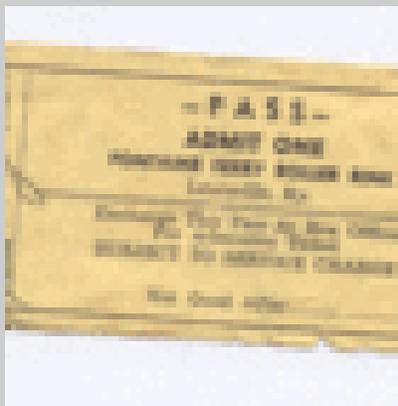
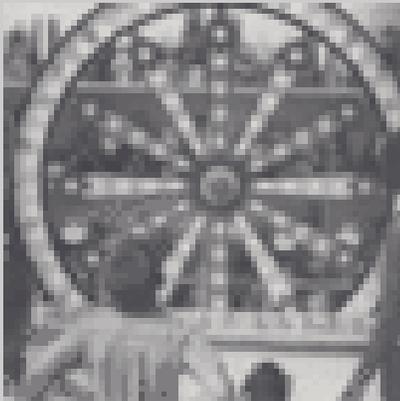
THIS TICKET GOOD
FOR TRIP ON
BUS

FONTAINE FERRY PARK
TO NEW ALBANY
JUNE 11, 1968
6:00 P.M.

Places You Will Remember-In More Detail:

Fontaine Ferry Park

Courtesy <http://www.fromyourmemory.com/gallery/> Frazier Museum Fontaine Ferry Park site.



Courtesy The Courier-Journal, July 26, 2009, by Sheldon S. Shafer:

Drive planned to reinstate Fontaine Ferry name

A Portland neighborhood activist plans a petition drive to urge the Louisville Metro Council to reinstate the name Fontaine Ferry for a 64-acre portion of Shawnee Park.

That's the area where the Fontaine Ferry amusement park operated from 1905 to 1969.

"People all over the county went to that facility. It's a part of the city's history," said John Owen, who is leading the effort to restore the name.

But Metro Council member Cheri Bryant Hamilton, D-5th District, who represents the Portland and Shawnee neighborhoods, said reinstating the name "doesn't make any sense. It would be confusing to people. And (the amusement park) holds a lot of bad memories for many African Americans" because it wasn't desegregated until 1965.

Said Owen: "You can't change the past. There is rich history there. It was more than an amusement park."

He noted that the site functioned as a ferry landing called Fontaine's Landing for many decades, dating to before the Civil War.

Owen declined to say who he has lined up in support of the name-restoration. But he said that by early August the group will set up a Web site promoting the proposal.

He said petitions seeking signatures of supporters will be posted on the Internet and circulated in commercial outlets "from the East End to Valley Station."

Owen recently went on record against Hamilton's proposal to rename 34th Street through the Shawnee neighborhood in honor of the late civil-rights activist Louis Coleman. He said others, such as former heavyweight boxing champion and Louisville native Jimmy Ellis, were more deserving of such an honor.

Hamilton said Friday that she was upset with Owen for opposing the street-name change while at the same time trying to resurrect the Fontaine (widely pronounced "fountain") Ferry name.

She said she doesn't think the name Fontaine Ferry "holds any significance for the people who live" near Shawnee Park. And she defended renaming 34th Street for Coleman on grounds that an overwhelming majority of its residents support the honor. Coleman died a year ago at age 64.

The amusement park was not desegregated until after Louisville adopted open-housing legislation. After the park closed, it operated through the mid-1970s, first as Ghost Town on the River and briefly as River Glen Park.

After several fires destroyed remnants of the park, the city bought and cleared the property and made it part of Shawnee Park.

Owen said the proposal to reinstate the name Fontaine Ferry is topical in light of the current exhibit on the amusement park at the Frazier International History Museum on Main Street.

The Fontaine Ferry exhibit opened in mid-May and runs through Sept. 8. Museum attendance, long stagnant, has soared since it opened. Attendance in June was 6,268, compared with 2,603 in June 2008, said museum spokeswoman Krista McHone.

The exhibit "has created a buzz," she said. "It is generating conversation about Fontaine Ferry, both the good stuff and the bad stuff."

The exhibit includes a focus on the park's years of segregation. It features recorded oral histories of several African Americans about their memories of the park. They include, for instance, one by Raoul Cunningham, president of the Louisville chapter of the NAACP, who demonstrated at the entrance to the park in the early 1960s and was arrested there a time or two.

Cunningham said Friday that the Frazier exhibit "is wonderful and has caused some people to think about Fontaine Ferry who have probably not thought about it for a long time. It was an important part of our history. But to rename (part of Shawnee Park) would be a step backwards."

He said that the Shawnee neighborhood has become increasingly African American since the amusement park closed and that reinstating the name Fontaine Ferry would "fly in the face of the residents."

Louisville Metro Parks spokesman Jason Cissell said changing the name "is something we would not be in favor of." The site contains three of the four fields in the Shawnee youth baseball complex, and the name change would split the complex into two areas with different names, Cissell said. "It would be confusing. We try to avoid that."

Metro Council President David Tandy, D-4th District, said he would need to review a Fontaine Ferry proposal "and go from there. We would need to make sure we are doing the right thing for the community."

Council member Glen Stuckel, R-17th, chairman of the council's parks committee, said he believes it would be confusing to rename a portion of the park. It might be better, he said, to erect a plaque or marker recognizing Fontaine Ferry.

If a measure to change the name is introduced, it probably would go to the Louisville Metro Planning Commission for a public hearing and a recommendation to the council, which would have the final say.

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

Frisch's Big Boy

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FRISCH'S COMPANY HISTORY

About Frisch's Our History

History Timeline
Photo Albums
FAQ About Frisch's

Careers with Us
Franchise Frisch's
Investor Relations

Since 1946, the bright eyed Big Boy has been keeping a smile on your face and your stomach full, but Frisch's has been around longer than that. From creating Cincinnati's first Drive-in restaurant to introducing us to the famous double-decker Big Boy sandwich, Frisch's has been a part of our lives for close to a century.

Follow us to learn more about how Frisch's has grown into an American classic.

CLICK HERE to travel thru Frisch's interactive timeline

Frisch's Big Boy

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Frisch's Family Album

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Investor Relations

1941 - Menu from the Frisch's in Oakley on Madison Road

Menu from the 40's that features Big Boy with his sling-shot, striped pants and paper cook's hat.

Frisch's Big Boy

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Franchise Frisch's
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Volume 1, Issue 1
The Reporter from 1953 was created especially for Frisch's employees.

1988 Big Boy is still helping you save for a slice of his famous Pumpkin Pie.

Frisch's Big Boy

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1970 - Carryout Menu for the Manliner

The inside of the menu offered all of Frisch's great meals.

Frisch's Big Boy

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Franchise Frisch's
Investor Relations

Promotional Bank
"Saving - Good Habits - Frisch's"

Big Boy Bank
Big Boy, with towel draped over his arm, is ready to help you start saving money.

Places You Will Remember-In More Detail:

Frisch's Big Boy

Courtesy Waggener Lair & Al Ring:



Courtesy Al Ring:

September 25, 1968: Local restaurant gutted by fire. A fire that apparently started in the basement gutted the Frisch's Big Boy Restaurant at 4800 Shelbyville Road early Wednesday morning.

Samuel Borders, manager of the St. Matthews restaurant, said damage totaled at least \$75,000.

More than 30 members of the St. Matthews Volunteer Fire Department, using all their equipment, battled the blaze.

Firemen were called to the scene at 2:55 am after the fire had been reported by county police.

Because the fire plug in front of the restaurant property could not be turned on, the volunteers had to hook up equipment across Shelbyville Road, some three hundred feet from the restaurant.

They had the main fire under control in minutes, but the mop-up operation lasted more than two hours. No injuries were reported.

Borders said that when the restaurant closed at 1 a.m. everything seemed in order. Two units of the St. Matthews Police Department were on the scene to direct traffic.

The McMahan Volunteer Fire Department stood on duty to handle any other calls while St. Matthews firemen fought the restaurant fire.

Frisch's had another working fire in the basement February 10, 1971, but it was not near as bad.



Firemen move in St. Matthews firemen move in more hose as they fight the fire that gutted Frisch's Big Boy Restaurant at 4800 Shelbyville Rd. early Wednesday morning. Samuel Borders, restaurant manager, said damage would total at least \$75,000.

Courtesy of Karen F. Maier, Vice President, Marketing, Frisch's Restaurants, Inc.:

Al - During the 50's, 60's, even the 70's, Frisch's Big Boys in the Louisville market were franchised. There were several different owners whose names I remember - Bob Stark and Bob Arns, Stanley Barron, and a German fellow named Garrick or Garrett, but for the life of me, I can't remember his last name. I know there was one other franchisee, but I can't recall that name either.

Our first Big Boy restaurant located at 4800 Shelbyville Road opened on October 26, 1976. That building was replaced with a newer building on April 16th, 1987.

Local restaurant being remodeled

The Frisch's Restaurant at 4800 Shelbyville Road is being remodeled and expanded. Improvements will include a new front and a new dining room. The new front will be glass with a tile base. The remodeling will increase seating capacity by 28, according to Austin Pryor, owner of the restaurant. The cost of the remodeling will be about \$20,000, Pryor estimated. The work is scheduled for completion some time in May.

March 16, 1967
The Voice- Jeffersonian

GRAND OPENING

Preview

OF

FUN FAIR

November 17, 1955

on the new

Shelbyville Road PLAZA

*Free Gifts!
Door Prizes!*



For the adults—a camera kit given away . . . and a camera for some lucky child. FREE gifts for all the kiddos. Come in and register. You do not have to be present to win. No purchase necessary . . . Just come in!



CLIFF MUNZ

Cliff Munz, owner, will try to serve your year round recreational needs in any possible way.

Complete Stock

HOBBY CRAFT

MODELS

TOYS

SPORTING GOODS

ART SUPPLIES

Photo Department

CAMERAS—ACCESSORIES

Featuring One-Day Service on Developing!

FREE! SANTA'S TREASURE CHEST TOY BOOK

SEE OUR STOCK OF QUALITY TOYS! USE OUR LAYAWAY PLAN
—OUR STOCKS ARE COMPLETE!

FUN FAIR

"EVERYTHING FOR FUN—AT A FAIR PRICE"

SHELBYVILLE ROAD PLAZA

CHARGE

LAY AWAY

BE. 6324

NEXT DOOR TO GATEWAY

FUN FAIR

PAPER CAPERS . . . "Bulk pulp" is the news from FUN FAIR this week, where we've been casing the ART DEPARTMENT for art papers and cardboards. And did we ever find them . . . by the ream! We found CONSTRUCTION PAPERS IN 4 SIZES . . . WATER COLOR, PAPERS . . . CHARCOAL PAPERS . . . VELCOUR PAPERS . . . PARCHMENT PAPERS . . . and TAG STOCK in every color, including gold and silver. BRISTOL BOARD . . . COQUILLE BRISTOL . . . CHARCOAL BOARD . . . MAT BOARD . . . ILLUSTRATION BOARD . . . CRESCENT ART POSTER-BOARD . . . and POSTER BOARD in 11 colors and white! Now supposin' you want to make a poster, frame a picture, make a "collage" or a charcoal sketch. Where are you going to go? Why, to . . . FUN FAIR, SHELBYVILLE PLAZA, TW 5-6324.

January 18, 1962

November 17, 1955



Mr. and Mrs. Clifford Munz decorate the window of their Fun Fair store in the Shelbyville Plaza, with educational toys such as a geology set with rock samples and tools to get more, and an optical set, with prisms and lenses.

Fun Fair Solves Christmas Shopping

By REEDA V. BIVINS

Toys and hobby materials have become the "buy" words of Christmas shoppers. These items are perfect gifts for both children and adults.

December 1, 1955

Clifford J. Munz, owner of the new FUN FAIR in the Shelbyville Road Plaza Shopping Center, is doing everything in his power to provide you with all items for fun at a fair price!

To spotlight his farsightedness, his talented wife, Edna, will be on hand to demonstrate and conduct classes in all sorts of hobby crafts. Space has been provided in the store for classes, day or night sessions, where groups can take advantage of Mrs. Munz's "know-how."

With the Christmas season almost upon us, you will be interested in knowing that there is a complete toy stock. Any gun-loving little boy would be delighted to own the ack-ack gun that actually shoots wooden bullets, while sister would adore anyone of the many dolls, all in the moderate price range. There is a TV-Hep Cat Drum Set guaranteed to provide an outlet for young energy.

Mr. Munz is especially proud of his educational hobby kits. You can find one suitable for your child's interests. They cover such fields as electronics, rock detection, medical training and weather.

Nevertheless, the stock is not confined to toys and crafts. There is a complete photographic de-

partment supplying cameras and accessories, featuring one-day service on developing. Art supplies, selected personally by Mrs. Munz, are among the many exclusive items.

Among the many sporting goods items, you will find bows and arrows from small toy sizes to professional weights.

When the first snow sticks and the small fry are demanding a sled, FUN FAIR can settle your dilemma in a moment with one of the conventional sleds or the modern saucer type.

Lifelong residents of Louisville, Mr. and Mrs. Munz moved to St. Matthews from the Highlands in 1942. They have resided on Whipps Mill Road for the past three years.

Mr. Munz is a member of the St. Matthews Optimist Club, and Mrs. Munz belongs to the Lyndon Women's Club and the Ramblers Garden Club.

They have two children, a boy, Barry Munz, 13, and a girl, Phyllis Munz, age 11. The entire family are members of the Beargrass Christian Church.

Courtesy of <http://www.courier-journal.com/apps/pbcs.dll/article?AID=/20080515/BUSINESS/80515019>

I cover General Electric Appliance Park here because it had such an impact on the growth of the St. Matthews area and its schools.

GE Time Line

1951 — Ground broken for \$200 million plant in Louisville.

1953 — First appliance is shipped from Appliance Park, a clothes dryer.

1954 — On Oct. 25 the first refrigerator is made at Appliance Park. The facility is the nation's first business to install a computer.

1963 — GE makes its first self-cleaning oven at Appliance Park.

1969 — The first GE refrigerator with through-the-door ice and water dispenser is shipped.

1973 — Employment reaches its peak of about 23,000, including about 17,000 hourly workers.

1982 — A series of layoffs brings employment to 11,800.

1999 — A series of cutbacks to production at Appliance Park leaves hourly employment at about 4,200.

2003 — GE merges its appliance and lighting businesses and bases the division in Louisville. The combination leads to a string of profit improvements.

2008 — GE Appliance Park up for sale.



APPLIANCE PARK, where General Electric built the world's largest plant for making home appliances, topped the list of industries coming in after the war.



G. E. Appliance Park today

Places You Will Remember-In More Detail:

General Electric Appliance Park

Courtesy of <http://www.courier-journal.com/apps/pbcs.dll/article?AID=/20080515/BUSINESS/80515019>



Office workers in building #2 as seen in the 1950s.



Appliance Park employees gathered in 1953 with the first carload of ranges.



The entrance to the Home Bureau of the Marketing Department of the Appliance Division at GE in 1952.



Job applicants lined up at the front gate to enter and be interviewed for 2000 new jobs being offered by GE in 1956.



The parking lot scene at GE was back to normal after a two-week strike in 1958.



The 6-millionth refrigerator produced at Appliance Park was presented to the Louisville Fund in 1954.

Places You Will Remember-In More Detail:

General Electric Appliance Park

Courtesy of <http://www.courier-journal.com/apps/pbcs.dll/article?AID=/20080515/BUSINESS/80515019>



1997 Aerial View



In this 1956 file photo, GE prepared to build a 410,000-square-foot structure at Appliance Park in which to build room air conditioners. (Courier-Journal file photo)



A view from above



Clark Hayes operated Univac, Appliance Park's "electric brain," in a 1954 demonstration for the plant's financial staff. Appliance Park was the first U.S. business to install a computer. (Courier-Journal file)



Appliance Park under construction in 1951. (Courier-Journal file)



Appliance Park is a 1,000-acre complex (big enough to hold 15 football fields) with about 6,000 workers and 27 miles of railroad track. Its annual economic impact on the Louisville area is estimated at \$500 million. (Courier-Journal file photo)

Places You Will Remember-In More Detail:

General Electric Appliance Park

Courtesy of <http://www.courier-journal.com/apps/pbcs.dll/article?AID=/20080515/BUSINESS/80515019>



The 1951 ground-breaking for the then \$200 million plant in Louisville.



2003 aerial photo of Appliance Park.



Kim Freeman, director of public relations at GE appliance park, approached one of the then newly installed gates and fence. Date of this photo is unknown. (Courier-Journal file)



The first refrigerator was made at Appliance Park on Oct. 25, 1954. Word comes more than 50 years later that GE is considering auctioning off the Louisville-based appliance unit. (Courier-Journal file photo)



GE employee Barbara Lucian was shown with this computer in 1963.



The Remington Rand's UNIVAC worked to calculate payrolls, sales, statistics, etc., in 1954. It was the first industrial installation of an electronic computer. This photo was shot in 1978. (Courier-Journal file photos)

Places You Will Remember-In More Detail:

Gerstle's Place

Courtesy <http://wave3.zipscene.com/venues/view/4146>:

Gerstle's is the oldest neighborhood bar in St. Matthew's, founded in 1924. It's the home of the Derby City Norsemen, fan club of the Minnesota Vikings. Known for its unique bartenders and servers, it is famous for Gerstle's cheese dip and spicy wings. Gerstle's promotes and celebrates live music performed by local and regional bands during the weekdays and rocks on the weekends. In October, 2000 Gerstle's expanded to just under a 200 person capacity and installed a state-of-the-art performing stage and sound system for live recordings.



Courtesy Erik White, Gerstle's, after recent remodel:



Places You Will Remember-In More Detail:

Gerstle's Place

Courtesy Erik White, Gerstle's, after recent remodel:



Courtesy

Pet shop proprietors say pets run in cycles

Pets run in cycles, say two people who should know. They are Dan Gray and Miss Wanda Benson, owner and manager, respectively, of Haller's Pet Shop at 3926 Westport Road.

"Cats have really been popular the last two years," said Mr. Gray. "People just seem to go for cats, nowadays—or rather kittens."



MISS WANDA BENSON

"So many landlords will allow people to have them in apartments," said Miss Benson. But these same landlords would object to dogs, she said.

"Pets run in cycles," said Mr. Gray. "For a while parakeets were very popular. Now the canary is making a comeback."

Although she can't say why, Miss Benson's favorites are cats. "I don't know why," she said.

"My brother likes dogs. Maybe that's why I like cats. If people don't like cats, they just don't like them. Certain types of animals attract certain people."

"Some people go for tropical fish and nothing else," said Mr. Gray, who recently bought out Bell's.

His store will have them all - puppies, kittens, guinea pigs, hamsters, rabbits, finches, canaries, parakeets, parrots, tropical fish, gold fish, turtles, alligators, chameleons, and tropical plants. The store will also have remedies and food for all these pets.

"And if they want any advice on sick animals, they can see Wanda," said Mr. Gray.

Miss Gray lives in the West End at 2644 Algonquin Pkwy., so it's a long bus ride to work every day. But she doesn't mind. "It's the only place I get to read," she said.

She's been working at the downtown Haller's store for five years. A native of Louisville and a graduate of Shawnee High, she teaches Sunday School at Davidson Memorial Methodist Church.

Mr. Gray, 45, has lived here 19 years. His home is at 311 Tiffany. One of the charter members of the St. Matthews Community Center, he was president two years. He is also past president of the St. Matthews Kiwanis.

A native of Louisville, he graduated from Male High and attended the University of Louisville two years. He is a former deacon at Beargrass Christian Church and a charter member of the St. Matthews Elks.

He and Mrs. Gray, the former Jane Rothenberg of Anchorage, have two children, Danny, 14, and Jimmy, 9.

Many free gifts will be given away at the formal opening celebration. The public can register for these gifts March 1 to 23.

Aquariums fully equipped will be given away, as well as a number of valuable pets, pet food and remedies.

Voice, 2/27/ 1958



Haller's Pet Shop before move.



The end of the road—training fire in June 1985, the businesses of Colony Way are destroyed.



Haller's Pet Shop today, (No longer.)

Courtesy Dan Gray, III (61)

The Voice-Tribune, December 7, 2006

Haller's Pet Shop may close after nearly 100 years—Jacob Glassner, News Editor

"A trip to Haller's Pet shop is like a trip to the zoo" - so reads a yellowed newspaper advertisement from the 1950s hanging on the wall of the St. Matthews pet shop.

These days, a trip to Haller's is more like a trip back to the 1950s, a time before pet superstores. But this is 2006, and Haller's, which was founded in 1907, is struggling to survive.

Owner Dan Gray III, 64, plans to retire at the end of the year, and unless he finds a buyer for the store, he will close it, putting an end to Louisville's oldest pet store.

"We've got lots of loyal customers ... who have stuck with us over the years, but it gets tougher and tougher each day," Gray said.

Gray said competition from larger pet stores and discount stores, which have more products and lower prices, has taken its toll. He's also tired and ready for a break from his 12-hour work-days.

"I joke with my friend Pete Hammer at St. Matthews Hardware about how he doesn't have to come in and feed his nails, but my little critters are hungry on Sunday," he said.

About half the shop is lined with bubbling aquariums full of fish; the caged canaries in the back fill the store with singing.

A German immigrant named A. W. Haller opened Haller's in 1907 on Market Street in downtown Louisville. Gray's father, Dan T. Gray Jr., bought the shop in 1953 from Orin Taylor and opened a second location in St. Matthews in 1955 after purchasing Bell's Pet Shop in the old Colony Way shopping center off Chenoweth Lane.

Haller's moved to its current location at 4167 Westport Road in 1985. The downtown store closed in 1977.

Gray said that the knowledge he and his one full-time employee, Jim Kehl, have is what has kept the store in business.

"People value our knowledge, and they tell us that but the register doesn't chaching," Gray said.

Gray, who has lived in St. Matthews his whole life, grew up working in the store and came on full time in 1968 when his father's health declined. He has a degree in biology from Georgetown College.

Besides free advice, the store's most popular item is live feeder crickets, but selling 4,000 crickets a week at 85 cents a dozen is by no means a money tree. Haller's bird seed mixtures, made using a secret special formula, also remain popular.

In the old days, Gray said the store sold hundreds of chickens and turkeys, which people raised and then eventually ate.

Haller's also used to sell fish food and bird seed in the old Taylor Drugs stores, and Gray has a collection of old boxes with the Haller's name. Among his memorabilia is a 1913 guarantee from A. W. Haller assuring a customer that a parrot he sold would talk.

Some old friends from Haller's past also hang around the store.

Sam, the irritable parrot who often bit people and died in 1968, hangs stuffed on the wall near a collection of hornet nests hanging from the ceiling. Clyde the giant gourami fish that lived almost 30 years - most of the time in the aquarium by the store's front door - hangs near the foot-long piranha that bit off part of Gray's father's finger many years ago. The finger was saved by a young team of hand surgeons, Harold Kleinert and Joseph Kutz.

Gray said he has received several inquiries from people interested in purchasing the business, but he's not sure how things will pan out. He's ready to get out of the pet shop business.

"I'm trying to maintain a positive attitude to convince myself that there is something else out there that I'm meant to do," he said.

Dan Gray, Waggener class of (61).

Haller's Pet Shop may close after nearly 100 years—Jacob Glassner, News Editor



JACOB GLASSNER | Voice-Tribune

Haller's Pet Shop owner Dan Gray III, posing with longtime shop resident Clyde, plans to retire after the first of the year.



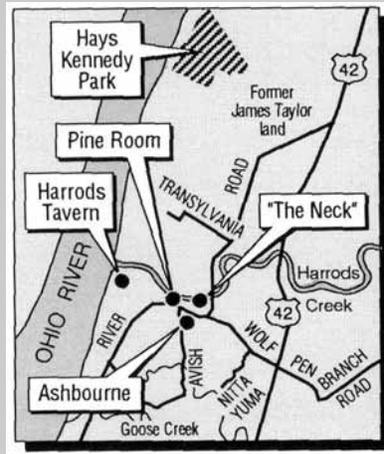
DAN GRAY III | courtesy photo

The father of current Haller's Pet Shop owner Dan Gray III, Dan Gray Jr., left, posed in the old downtown store at 214 W. Market St. in this 1954 picture.

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

Harrods Creek

Settlers took a turn at mills; verdant hills and lowlands were home to diverse groups
By Grace Schneider



Rosewell, a two-story brick mansion on an original 4,000 acre estate in Harrods Creek, was built in the 1950s. It was the home of Charles G. Middleton family when this photo was taken in 1940. It is still used as a private residence.

Harrods Creek where River Road and Wolf Pen Branch come together looks about the same today as it did in a 1964 photograph.



CORN FIELDS, lush woodlands and meandering creeks dotted Harrods Creek in the 1940s. Farmhouses, barns and a few small summer cabins were scattered beside River Road.

A grocery store, post office and garage sat near Wolf Pen Branch and River roads.

A classic farm community?

Hardly. Harrods Creek has always been more than that. Its unusual geography — an area bordered by the Ohio River, bisected by two large creeks and surrounded by a collar of high hills — has drawn a diverse mix of people since the late 1800s.

In the waning days of the last century, the pretty hillsides were home to wealthy Louisville families; the creek and the river, to working-class whites. And through a twist of opportunity, a group of blacks carved a niche there, too.

All three groups still have a place in the community, which is bounded roughly by the river on the west; U.S. 42 on the east; Lime Kiln Lane to the south; and the area near Hays Kennedy Park on the north.

Harrods Creek's story began in the late 1700s. The Ohio's current made the waterway's mouth a logical stop for flatboats.

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

Harrods Creek

Settlers took a turn at mills; verdant hills and lowlands were home to diverse groups

By Grace Schneider

Some accounts say that the creek was named for James Harrod, who came to Kentucky in 1773 and founded Fort Harrod, the site of present-day Harrodsburg. Other records point to Capt. William Harrod, whom George Rogers Clark tapped to command the first fort at Louisville in 1779.

A settlement started sometime before 1775 near the present-day River Creek Inn on River Road and Guthrie Beach Road. A popular spot for flatboat men was the old Harrods Tavern.

Its remains are the thick stone walls and fireplace inside the Captain's Quarters bar and restaurant.

The Transylvania Co., a frontier firm that also established Transylvania Seminary (now Transylvania University) in Lexington, laid out a city upriver from the creek. Lots were sold, but the town never developed, according to records at the Jefferson County Office of Historic Preservation and Archives.

Transylvania Avenue, which branches west off River Road, is located on what became known as "the seminary land."

In the waning days of the 18th century, Harrods Creek was a hot spot. Cargo was unloaded at wharf and sent south on Louisville Westport Pike (now River Road) or over another roadway to Middle town and Jefferson town. The stop let travelers avoid Louisville which was known as a disease-infested swamp.

Louisville, however, had been cleaned up by the early 1800s. After about 1810, most of the traffic bypassed Harrods Creek for the growing town downstream. But the former was still popular for its ferry to Utica, Ind.

Farmers and millers, attracted by the rich bottomland and abundant water, sank roots along the creek and the Ohio River. At least four mills served the area, including an early version of Wolf Pen Mill, which some accounts say burned down twice. A sturdy stone mill dating to 1870 still stands off Wolf Pen Lane on Sallie Bingham's estate, Wolfpen Farm. A stone wall thought to be a remnant of another mill sits beside a beautiful staircase waterfall on the farm.

Local legend holds that a flax mill was operated there during the early 1800s by a man named Bash. An enemy caught up with Bash and torched the mill to cinders one night — with the miller and his wife inside. People still call the creek Bash's Branch, said Martin Sweets, 75, of Prospect.

Another settler, Thomas Barbour, built a grist mill on Harrods Creek in 1808, and an 1878 map shows a Barbour family farmed 92 acres beside Harrods Creek.

Barbour Lane — also the former name for Wolf Pen Branch Road before it veers off Barbour Lane east of U. S. 42 — bears the family's name.

Since those days, the community's evolution has mirrored that of other Jefferson County suburbs, such as Anchorage and Glenview, according to county records. Once covered with farms, the area became dotted with summer estates for Louisville's wealthy. The interurban railroad built in the early 1900s helped foster these suburbs.

Other sections of Harrods Creek became fulltime residences for people such as John Lang, 84, a mechanic and son of an estate overseer who owned land that now houses Mooser's Garage at 6337 River Road.

"I always called this a hand-me-down neighborhood," said Mary Lang, John Lang's wife, whose family has lived in Harrods Creek since the late 1800s. "Land was passed from generation to generation."

Mary Lang once operated the Chick Inn restaurant, at 6325 River Road. She leases it now to another business owner.

In Lang's day, say area residents, the Chick Inn's fried chicken and other dishes went unmatched.

"They had the best fried oysters you ever put in your mouth," Sweets offered.

Sweets until recently lived in Nitta Yuma, an unusual housing development up the hill from River Road at Wolf Pen Branch Road.

In 1890, Brown-Forman distillery founder George Garvin Brown and two business partners purchased 100 acres of hilly farmland off Wolf Pen Branch.

They built three spacious homes and formed the Nitta Yuma Co. (an Indian term meaning "high land"), outlining an arrangement in which each owner paid a prorated share for upkeep and other community expenses. Their descendants still live there. Other homes were added to the enclave, but much of its exclusive ambiance remains.

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

Harrods Creek

Settlers took a turn at mills; verdant hills and lowlands were home to diverse groups

By Grace Schneider

Another blue-chip enclave, Ashbourne, is an estate directly across River Road from the Chick Inn and the Lang home. Sally Brown, the wife of deceased distillery magnate W. L. Lyons Brown, lives there.

Some of the blacks who moved to the area worked for people in the "big houses." But not all black roots can be traced to Nitta Yuma and Ashbourne.

Harry Merriwether and his son Isaac bought two acres in two separate tracts on Harrods Creek in about 1890 and their family members have lived in the area since.

So have the descendants of James Taylor, a black man who bought a farm near what is now Bass Avenue and subdivided it, selling to blacks only.

Harrods Creek's "diversity" makes it interesting, said Meme Sweets Runyon, of Nitta Yuma.

Although the mix already was present in Harrods Creek by 1890, it became more pronounced as the farms bordering the Ohio gradually gave way to summer cottages and later to full-time river-side homes after World War II.

In those days, all worlds met at Helen Robertson's general store and post office at the middle of the fork at River Road and Wolf Pen Branch, recalled the late Robertson's daughter, Alice McDonald, of the St. Matthews area.

"You didn't need a newspaper," said Mary Lang. "All you had to do was go to Robertson's."

The river and creek, recalls Glenview resident George McBride, was plied by lots of rowboats and small craft. Later, the area began to attract a following of weekend water worshipers that has burgeoned today, with enormous sailboats and cabin cruisers skim-ming the currents.

"At night along the creek and along River Road, the bug-repellent lights flicker on. Jukebox songs stir the air; laughter comes from taverns," said a 1965 article in the *Louisville Times*.

Certainly one of those laughter-filled taverns was the Pine Room, a popular nightclub and restaurant that burned down in 1977 after 35 years in business. "I got a lump when the Pine Room burned," McDonald said.

The Pine Room is now a real estate office — an appropriate business considering the building boom under way today.

"Everyone wants to live by the river anymore," said McBride, who operates a towing firm from his 1,400-foot Ohio River frontage just south of Captain's Quarters.

Large lots are being subdivided to accommodate big-ticket homes, many displacing summer cabins, mobile homes and other modest remnants of a bygone era.

Amelia Guthrie Habich, whose family has owned the Captain's Quarters land and adjoining tracts on Guthrie Beach Road since 1933, is selling 47 of her 52 acres.

Despite strong opposition from many residents, developer Fourth Avenue Corp. is proceeding with plans to fill banks near the creek and river to build 32 homes and a 198-slip marina.

The Langs and others worry that development in the area and up the creek in Oldham County is polluting their stream and wiping out the small-town feeling they enjoy.

"In the spring, sometimes it [Harrods Creek] really stinks," said Mary Lang. But she admits, pollution or not, there's no place like Harrods Creek.

"It's still the most beautiful place to us."



DID YOU KNOW:

■ For a week in 1934, the kidnapping of a Harrods Creek resident grabbed the national spotlight. A "filling-station" employee nabbed Alice Stoll, 26, the daughter-in-law of Stoll Oil Refining Co. president Charles C. Stoll. The kidnapper demanded a \$50,000 ransom.

Sightseers and reporters converged on the community. Many reportedly waited for news at the Harrods Creek post office and grocery store.

After about six days, the ransom was paid and Stoll was released in Indianapolis.

Thomas H. Robinson Jr., of Nashville, Tenn., was captured 18 months later in California, convicted and sentenced to life in prison.

■ The one-room Harrods Creek School once stood just north of the River Road bridge over Harrods Creek. A white Masonic Lodge building is there now.

■ A tavern once stood on the site of Ashbourne, the W. L. Lyons Brown estate on River Road at Wolf Pen Branch Road. County records show the house, parts of which date to the early 1800s, was also a home for Confederate veterans of the Civil War.

The Merriwether house near Harrods Creek has been in that family since 1890, when Harry Merriwether moved there.

Courtesy *The Voice Of St. Matthews*, November 12, 1959:



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

Ca. 1965, Billy Davis collection, University of Louisville Photographic Archives.

Courtesy <http://www.highwayhost.org/Stategateways/kentucky.html>



Postcard circa 1960s
Louisville-St. Matthews, Kentucky
 4621 Shelbyville Rd

Albert Entwistle, Sr. was the owner and proprietor of this location from its inception in 1959—he actually chose the site because it was to have “high visibility from the (then) future Watterson Expressway overpass.”

The Motor Lodge was demolished December, 2001 and replaced with a Babies R Us. While it lost its HJ status in 1991 to become a Days Inn, the restaurant building was converted into an Outback Steakhouse and it still stands in remodeled form.

The wonderful sign seen above, was acquired by antiques dealer Joe Ley when the property was converted in 1991—I wonder what has become of it?



Postcard circa 1959

Even at the end of its existence, those who gazed upon the Motor Lodge grounds remarked on how beautiful the property was and bemoaned that what people call progress entails “tearing everything down and starting over again.”

The location was originally constructed in 1959 at a cost of \$750,000 by Dahlem Construction Company. The entire site encompassed 4 1/2 landscaped acres with a pool and playground. It's last owner Mr. Entwistle, Jr.

remarked that people didn't know how pleasant and quiet it was. His father, Entwistle, Sr., who died in 1992 at 89 was a founder of the Louisville Convention and Visitors Bureau, and opened his first HoJo's Restaurant in 1952 at Eastern Parkway and Preston Street. He and his family also ran several other Howard Johnson's in Louisville as well as Lexington—the one here at St. Matthews was the last to be a HoJo's in the Louisville area.



Postcard circa 1960s



MONDAY AT HOWARD JOHNSON'S IS YUM! YUM! CHICKEN NIGHT

Bring the Family **SPECIAL** Bring the Family

One-Half Delicious Fried Spring **CHICKEN** It's Yum-Yum for... **\$1.39**

Whipped potatoes, buttered green peas, hot biscuits with cream gravy and honey. **Children's Portion... 98¢**

Only at... **6 CONVENIENT LOCATIONS**

4 In Louisville

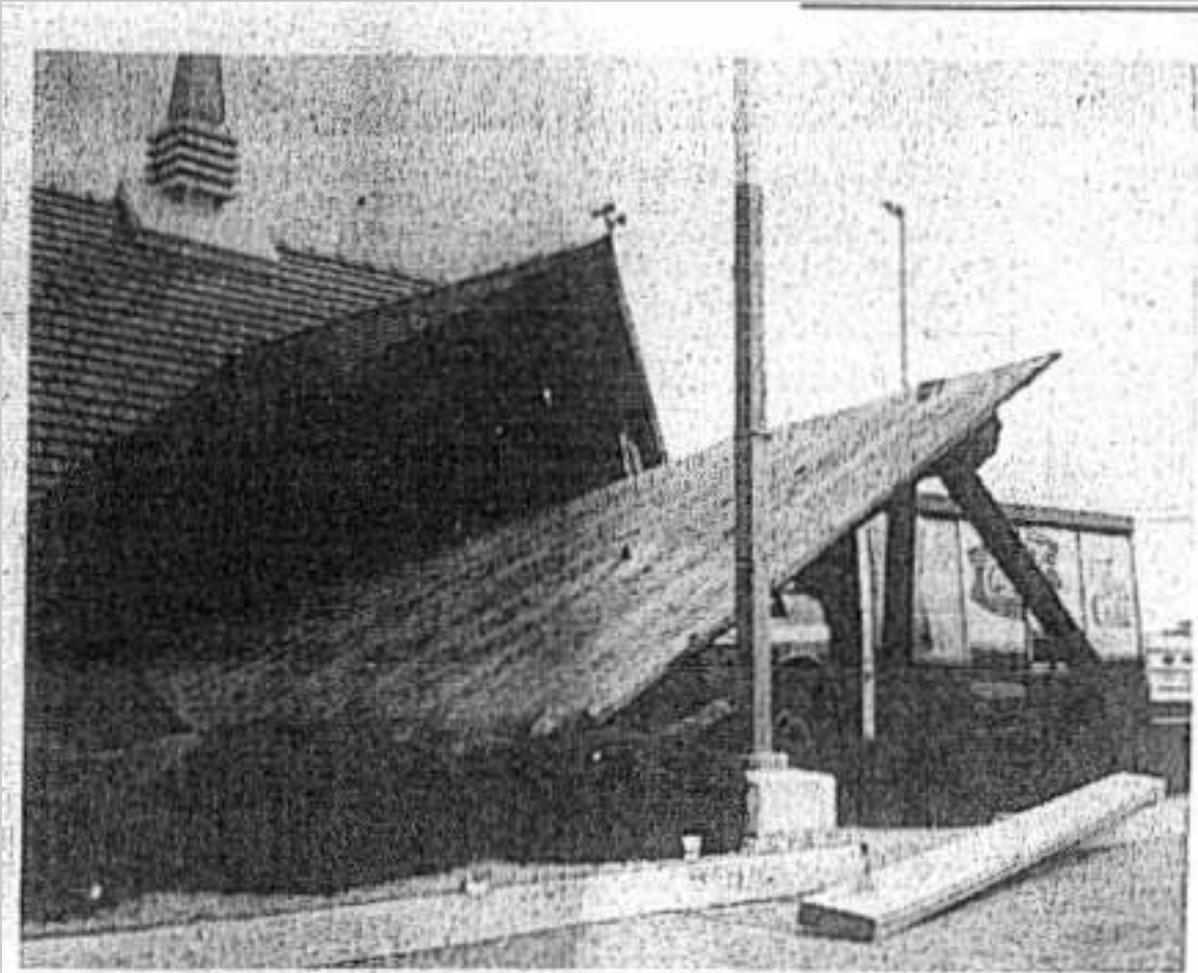
- Shelbyville Rd.
- Eastern Parkway
- Dixie Highway
- Jeffersonville, Ind.

2 In Lexington

- New Circle Rd., Lexington, Ky.
- North Broadway, Lexington, Ky.

HOWARD JOHNSON'S

June 15, 1967
 The Voice—Jeffersonian



A COSTLY MISTAKE was made by Coca-Cola truck driver Monday morning when he attempted unsuccessfully to pass under Howard Johnson Motor Lodge's entrance canopy. The driver didn't make it, and the canopy came tumbling down on the top of the truck. John Hull, general manager of the motel at 4621 Shelbyville Rd. said that over \$12,000 damage was done to the canopy and the west end of the lobby. Carl Gott, shop foreman for Coca-Cola, said the truck, costing \$12,000, was probably irreparable.

September 26, 1968
The Voice—Jeffersonian



Photographs courtesy of Heath Gross 2003

Louisville-St. Matthews, Kentucky
4621 Shelbyville Rd

While no trace of the Motor Lodge remains, the Nims style restaurant was converted into an Outback. It is somewhat remarkable that the building was not demolished, for the chains of today usually have their own plain boxy buildings.



Photographs courtesy of Phil Edwards 2003

Louisville-St. Matthews, Kentucky
4621 Shelbyville Rd

Seen in background in the photo above and below the Baby's are Us sign is a sign that was used by the former Motor Lodge while it was a Days Inn (in the photo it looks blacked out). That sign that Phil discovered is the only reminder at the site that something else once existed there...



Places You Will Remember-In More Detail:

Hytkens

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

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

Hytken's - St. Matthew's, Ky. 1952 - 1998. Hytken's was a exclusive boutique ladies apparel shop with a devoted clientele. Hytken's advertised in Vogue and Harpers Bazaar and presented a full season of trunk shows including Bill Blass Couture, Albert Capraro, St. John Knits, Geoffrey Beene, Count Romi, Halston, Hanae Mori, Alper Schwartz, Albert Nipon, Adele Simpson, Albert Nipon, Helga, Michael Novarese, William Pearson, Rodier of Paris, Adele Simpson, St. John, Mary McFadden, Michele Volbracht and Louis Feraud



From a 1950s Hat, courtesy Elizabeth's Timeless Attire



From a 1960s Coat, courtesy Elizabeth's Timeless Attire

Hytken's

Keep your cool
 Summer's Comin' up
 Texture and color combined in solid plus plaid seersucker plus 100% cotton dress with sleeveless jacket. Iced orange and pastel plaid, 99.00

Clearance! Special groups dresses (for all occasions), costumes, coats, suits and millinery.

Open Thursday until 9 P.M.

HYTKENS . . . SHELBYVILLE ROAD PLAZA

1960 Hytken's ad courtesy of As Time Goes By

the FALL 1983 SHOWINGS

Join us for informal modeling from 11 to 4:30 check your favorite designer's dates

WILLIAM PEARSON	T-W	July 12, 13	VOLBRACHT Couture	T-F	August 21
HALSTON	T-F	July 14, 15	BILL BLASS	M-T	August 21
SOO YUNG LEE	M-T	July 18, 19	ST. JOHN KNITS	M-T	Aug 31 Su
MICHAEL NOVARESE	T-F	July 21, 22	ADELE SIMPSON	T-W	September
HELGA	M-T	July 25, 26	GEOFFREY BEENE	F-S	September 9
HANAЕ MORI	T-F	July 28, 29	BARON PETERS	M-T	September 12
RICHILENE	M-T	August 1, 2	ALBERT NIPON Fall II	M-T	September 14
ALPER SCHWARTZ	M-T	August 19, 16	MOROCCI	M-T	September 17
POSH	T-F	August 18, 19	MOLISANI Italy	T-F	September 22
ALBERT CAPRARO	M-T	August 22, 23	GÜNTER W.Germany	T-F	September 22
			JOAN LESLIE	T-W	September 22

Hytken's SHELBYVILLE ROAD PLAZA

1983 Fall Showings, courtesy Shelia Hytken Bialkin

Hytken's of St. Matthew's

311 Wallace Center

proudly announces the

Opening

of St. Matthew's
 Newest and Finest

Apparel Shop for Ladies
THURSDAY, AUGUST 21
 10 a.m. to 9 p.m.

HYTKEN'S—A name well known in the retail field for more than a half century.

CHARGE ACCOUNTS INVITED

The Voice Of St. Matthews, August 21, 1952

Places You Will Remember-In More Detail:

Interurban & Trains

Courtesy <http://hometown.aol.com/chirailfan/louhist.html>

Louisville Transit History

1901 - Electrification of streetcar lines completed. Louisville & Eastern Railroad opens first interurban railway in area, extending northeast to Crestwood.

1904 - Louisville & Interurban Railroad opens its first interurban line, east to Jeffersontown. Louisville & Interurban Railroad was owned by Louisville Traction Co., a holding company which also owned Louisville Railway Co. Line also opened northeast to Prospect, by electrifying a Louisville & Nashville steam railroad branch. This would be the only standard gauge interurban line in the Louisville area, with broad gauge on all other electric railways in area.

1905 - Louisville & Interurban Railroad opens interurban line southeast to Okolona.

1907 - Louisville & Eastern Railroad completes interurban line beyond Crestwood to La Grange. Louisville & Interurban Railroad opens interurban line southwest to Orell.

1908 - Louisville & Interurban Railroad opens interurban line southeast to Fern Creek.

1910 - Louisville & Eastern Railroad opens interurban line east to Shelbyville.

1911 - Louisville & Interurban Railroad acquires Louisville & Eastern Railroad.

1928 - Kentucky Carriers bus routes transferred to Louisville Railway Co., with Kentucky Carriers subsidiary remaining only as a charter bus operator.

1931 - Interurban line to Okolona abandoned, with Virgil Pierce bus route remaining to provide local service.

1932 - Interurban line to Jeffersontown abandoned. Blue Motor Coach Co. formed, providing replacement bus service.

1933 - Interurban line to Fern Creek abandoned, replaced with bus service operated by Blue Motor Coach Co. Bus service operated into downtown Louisville, not carrying local passengers within city.

1934 - Interurban line to Shelbyville abandoned, with no direct bus replacement. Southeastern Greyhound Lines already provided service along this route, on its route between Louisville and Lexington.

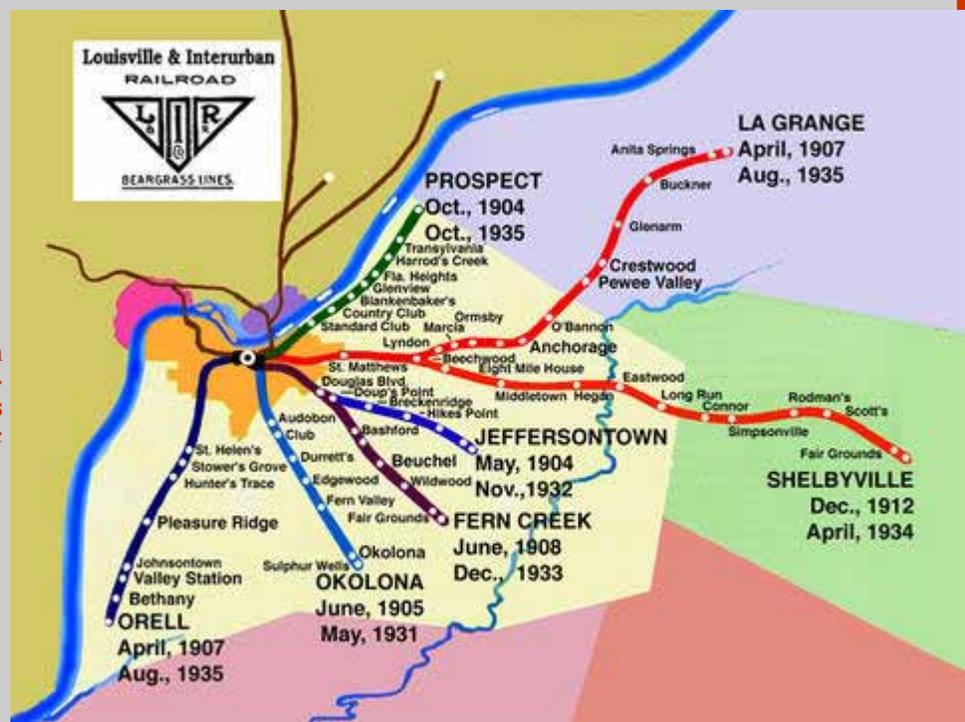
1935 - Interurban line to La Grange abandoned, replacement bus service operated by Chaudoin Bus Lines. Interurban line to Prospect abandoned, replaced with Paxton Bus Line route. After World War II, Paxton Bus Line would be succeeded by Goebel's Bus Line, and later Prospect Bus Line. Interurban line to Orell also abandoned, replaced with Louisville Railway Co. bus route. Virgil Pierce bus line sold to Blue Motor Coach Co.

1948 - Last streetcars replaced with buses. Blue Motor Coach Co. introduces service between Louisville and Middletown, over objections of Southeastern Greyhound Lines, already serving Middletown along its route between Louisville and Lexington.

1951 - Trolleybuses discontinued in Louisville. Louisville Railway Co. sold to Louisville Transit Co. Blue Motor Coach Co. discontinues Middletown bus route after a court battle, leaving Southeastern Greyhound Lines as the only provider of service along this route.

1953 - Louisville Transit Co. assumes Middletown service from Southeastern Greyhound Lines, after service proved to be inadequate and unprofitable for Greyhound. The Middletown route was formed by extending its St. Matthews Express bus route.

Map of Interurban routs by Jim Herron, who developed Streetcars or River City, Louisville's Streetcars & Suburban Electric Railways.



Courtesy John Dobbins, Waggener Class (60) & Jim Herron, Waggener Class (60):

I like the railroads too-it would be great to see a comeback. I can remember when steam engines came through St. Matthews (when I'm wearing my "older and wiser" hat, I enjoy telling younger people that). I also remember electric street cars downtown. I seem to remember that some were on rails and others were on tires. They used overhead trolleys for their electrical power. The one's on rails didn't have to worry about leaving the trolley. Occasionally the one's on tires would venture too far for the trolley to reach and would have to be moved back into position. They made a lot of sparks.

John Dobbins '60

Actually, Louisville was first served by street railways in the 1830's but that was short lived. The real expansion of street railways in Louisville began just after the Civil War when a series of lines sprang up going from downtown in every direction. These lines were served by little cars pulled by mules (mules were better than horses for this and cheaper to feed because they ate less). In the late 1800's, electricity began to replace the mules with the conversion of the cars to electric motor drive and the erection of overhead wire. The various car lines were merged into one operator, Louisville Railway Company. LRC became the biggest taxpayer in Jefferson County. The electric cars are called "streetcars" and/or trolley cars because they used the overhead trolley wire for power.

Interurbans were similar but generally larger than streetcars, many of them capable of high speeds. There were several interurban lines built which eventually all came under the ownership and operation of the "Louisville & Interurban Railway" which was owned by Louisville Railways. The interurban station was on Liberty Street and the various lines ran to Prospect, La Grange, Shelbyville, Jeffersontown, Fern Creek, Okolona and the Shively area. They became victims of the automobile and the great depression and, one by one, they were abandoned. The last one went in 1935. There are remnants of these lines around today. Perhaps one of the nicest is the Glenview post office which was originally the Glenview station on the Louisville, Harrods Creek & Western Ky. (the Prospect line).

The streetcars ran well beyond the interurbans but busses began to replace them in the late 1930's, first going on the feeder routes. Some lines, such as the Market Street line, received electric trolley coaches which were rubber tired electric buses. The last line to use real streetcars was the 4th Street line that ran from downtown out to Iroquois Park. The last day of streetcar service was Derby Day, 1948 when people rode out to Churchill Downs on the streetcars but by the time the Derby was over, buses had been lined up and the streetcars were gone.

Like most of you, I rode the buses as a kid and during my pre-driving years. I still recall my grandmother taking me on a streetcar to Iroquois Park one day. But don't confuse streetcars with buses, not even trolley buses 'cause they aren't the same thing. Streetcars ran on rails, not pavement. They offered an experience no bus could ever duplicate.

In 2001, I produced a documentary called "Streetcars of River City" which tells the story of Louisville's street railways. Bert Pence narrated it and we've just put it on DVD. I hate to spam so I won't say any more on here. If you'd like more info, contact me off the list.

-Jim Herron

LOUISVILLE RY. LOUISVILLE & INTERURBAN RY.



Beginning in 1838, Louisville was served by street railways until Derby Day, 1948.

From little cars pulled by mules and small independent companies, the city was eventually served by 500 electric streetcars and seven suburban lines that reached out in all directions from the city. With commentary by historians George H. Yater and James B. Calvert, this is the story of Louisville's trolleys as operated by The Louisville Railway Company and its subsidiary, Louisville & Interurban Railway.

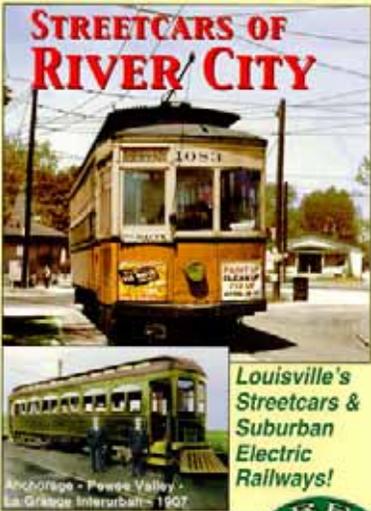


Illustrated with maps, photos, and rare movies of the cars in action!
See disk menu to access chapters

RECOMMENDED FOR ANYONE INTERESTED IN THE HISTORY OF LOUISVILLE, KENTUCKY, STREETCARS OR INTERURBAN RAILWAYS.

040 D

STREETCARS OF RIVER CITY



STREETCARS OF RIVER CITY

DVD-R

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Produced by Herron Rail Video
2016 North Village Avenue
Tampa, FL 33612
Website: www.herronrail.com

Narrated by Bert Pence
Commentary by historians George H. Yater and James B. Calvert



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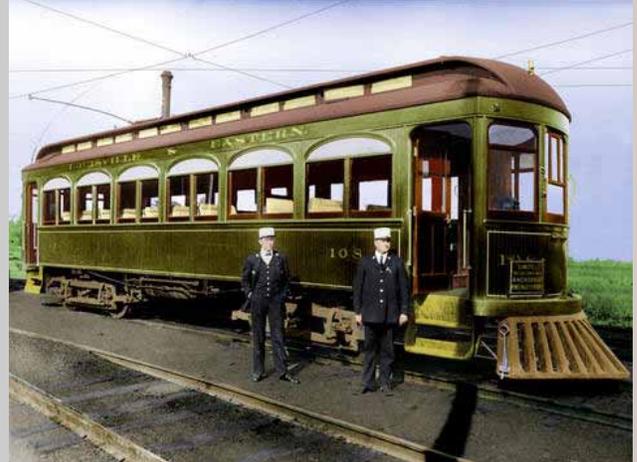
Places You Will Remember-In More Detail:

Interurban & Trains

Courtesy Jim Herron, Waggener Class (60):



St. Matthews Interurban tracks



L & E Interurban Car

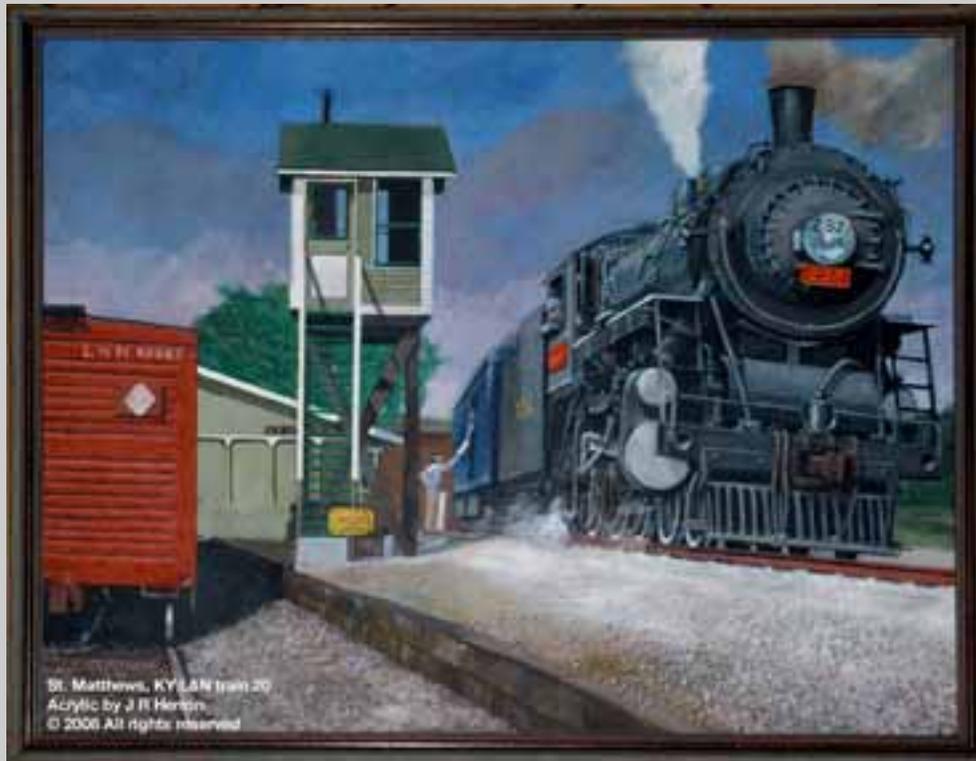


St. Matthews Interurban tracks



Green Street Car

Courtesy Jim Herron, Waggener Class (60):



L&N RR once ran a nice local passenger service from Louisville to Lexington via La Grange, Christiansburg, Frankfort and a bunch of other towns along the way. Counting flag stops, there were 26 stations served in the 98 mile run. The trains were number 20 eastbound and number 15 westbound. The consist was usually an RPO Baggage combine and two coaches but sometimes an extra car or two was added. Number 20 left Louisville at 7:35 AM and arrived at Lexington at 11:05 AM. Returning on train 15, it departed Lexington at 4:45 PM and arrived at Louisville at 8:30 PM (in the March, 1946 timetable). Power was usually at Pacific but toward the end of steam even an occasional L1 class 4-8-2 pulled the train.

This painting shows train 20 arriving at St. Matthews, a Louisville suburb just 9 miles out from Louisville Union Station. This was a flag stop where the train arrived at 7:59 AM. My parents lived in a house across an open field to the right of this scene and we had an open view of trains passing the little station there. It was enough to make me a lifetime railfan. The track on the left was a team track used by local businesses. The tower was used to control crossing gates in the local area. The engine is Pacific 232, a K4 class built at L&N's South Louisville Shops around 1914-1918 and retired in December, 1950. The painting was inspired by a photo by the late Jack Fravert.

-Jim Herron

Courtesy Jewish community Center web site: Contact with them produced no additional information.

About the Jewish Community Center

3600 Dutchmans Lane Louisville, KY 40205

The Jewish Community Center is Jewish in purpose, community-wide in scope and a center of cultural, educational, recreational and social activities, The JCC is committed to:

- * Enhance personal, social and physical development;
- * Maintain and enrich Jewish identity;
- * Develop democratic values and leadership ability; and
- * Develop participation in and contribution to the welfare of the total community.

Membership, program and event information is available at www.jccotlouisville.org or by calling (502) 459-0660.

The Sports and Wellness Department contains a 10,000-square-foot fitness area, featuring cardio, strength training, group exercise, cycling room, IMX Pilates studio, locker room and spas. Personal training is available from qualified and certified instructors. Year-round swimming in indoor and outdoor pools is available with lap lanes, family swim time and American Red Cross Safety and swimming classes. Sports programming includes leagues for children and adults in a variety of competitive sports, and family gym time is offered weekly. For more information, contact the Sports and Wellness Desk, 238-2727.

Jewish Life and Learning Programs provide cultural and religious enrichment opportunities to the entire community. The Center hosts the annual Louisville Jewish Film Festival, Jewish Festival of the Book, Goldstein-Leibson Scholar-in-Residence lecture, and the Florence Melton Adult Mini-School for adult Jewish education. Jewish festival celebrations for Chanukah, Sukkot, Purim and other holidays are held annually. B'nai B'rith Youth Organization offers leadership development and social programs for Jewish teens, and Opportunities to visit the U.S. Holocaust Memorial Museum and Ellis Island. The JCC houses the Naamani Library and the Jewish Resource Center to provide books and resources, videos and DVDs on various aspects of Jewish life. Educational outreach services are available.

Cultural and Performing Arts are alive at the Center. CenterStage presents spectacular musicals and dramatic performances. The 2008-2009 season features *The Full Monty*, *Angels in America*, *Children of Eden*, *A Chorus Line* and *You're a Good Man Charlie Brown*. The community theatre also hosts an annual fund-raiser. Light-Up CenterStage. CenterStage Academy is a youth performing arts program that offers classes in acting, singing, auditioning and more. The JCC Orchestra is one of the oldest continuous community orchestras in the country. The season features both classical and pops concerts performed by an extraordinary group of volunteer musicians. Private music lessons are available through the Performance Music Academy. Studio Art classes - beginning drawing, open life, pastels, watercolors, real life and portraits - are designed to nurture talents and widen horizons. The Patio Gallery features the innovative artwork of locally, nationally and internationally recognized artists. The JCC Dance Academy offers tap, ballet, jazz and other types of dance that let children and adults express creativity through movement.

The Senior Adult Department has been chosen as Kentucky's Best Senior Center numerous times. As the only kosher meal site in Kentucky, the Center provides a congregate hot lunch program to older adults and delivers meals to home-bound seniors year-round. Senior activities range from lectures and fitness classes to chorus and social groups. High Time is an active group that travels together to explore regional arts and attractions.

Café J provides kosher catering and facilities for special events, business meetings, birthday parties, bar mitzvahs and company team-builders. Breakfast, lunch and dinner are offered for groups of eight or more, with selections from traditional Jewish deli food to specialty baked goods and gourmet cuisine. Approved by the Vaad HaKashrut, the Café J offers a variety of delicious frozen kosher ready-to-heat meals, shiva meals, and Jewish holiday specialties. Walk up service is available in our dairy restaurant, Café J, located in the lower level of the Center. The café is open Sunday-Thursday.

JCC Early Childhood, Youth and Camping Departments serve children from ages 6 weeks to 12th grade. Summer, winter and spring camps offer exciting activities including sports, arts, fitness, education and more. When Jefferson County Public Schools are closed, JCC School's Out Days are open for field trips and activities. There are a variety of events for families to participate in throughout the year. The Early Childhood Department offers infant care and preschool programming through J-Care and J-Tots, and J-Play offers drop-off babysitting services for members.

Courtesy of Al Ring, June 2008:



Courtesy <http://ww2.keeneland.com/Lists/copy/timeline.aspx>:

Historical Timeline

1935

April 17: Articles of incorporation were filed for Keeneland Association.

Hal Price Headley was elected president of Keeneland Association, Jack Young first vice president, A.B. Gay second vice president, Brownell Combs secretary and W.H. Courtney treasurer. Headley served as Keeneland Association president from 1935-1951.



Aug. 29: Keeneland Association purchased 147 1/2 acres of Fayette County sportsman J.O. "Jack" Keene's property on the Versailles Pike for \$130,000 in cash and \$10,000 in preferred stock at par value.

1936

Oct. 11: More than 15,000 people attended an open house at the racetrack, held primarily to introduce the public to the new totalizator, the first to be installed in Kentucky.

Oct. 14: An agreement was ratified with Turf Catering Company of Chicago for the operation of all concessions.



Oct. 15: Keeneland held its inaugural card. Paid attendance for the nine-day fall meeting (Oct. 15-24) totaled 25,337.

Dec. 31: Financial statement for the year revealed a net loss of \$3.47.

1937

April 20: Keeneland staged a showing of seven outstanding geldings, retired from racing - Sarazen, Mike Hall, Osmand, Clyde Van Dusen, Jolly Roger, Cherry Pie and Merrick.

1938

April 25: The first auction of Thoroughbreds was held in the Keeneland paddock. A total of 31 lots brought \$24,885, an average of \$802.74. High price of \$3,500 was paid for Marmitina, a 9-year-old mare with a suckling colt at her side.

1939

Keeneland opens its library, anchored by the donation of book and memorabilia from William Arnold Hanger.

1940

Louis Lee Haggin II was elected Keeneland Race Course president, a position held to 1956.

1943-1945

Keeneland, rated a "suburban" plant, was requested not to operate during World War II due to the shortage of rubber. Keeneland Association leased the facilities at Churchill Downs, where streetcars ran, and conducted spring meetings there during 1943-1945.

The first yearling sale at Keeneland was conducted by Fasig-Tipton under a tent in the paddock. The auction ran for three days (Aug. 9-11).

1946

Keeneland used the photo-finish camera for the first time.

1949

Keeneland installed an inside aluminum rail for its spring meeting, replacing the conventional wooden one. The new rail, at a cost of approximately \$5,000, was the first of its kind to be used at an American racetrack.

1950

Spring meeting - The box seat area was rebuilt, with the wooden construction being replaced by steel, aluminum and concrete.

1951

Guy A. Huguelet was elected Keeneland Association president, a position he held through 1955.

1953

Fall meeting - Keeneland enlarged and extended its grandstand, added 1,542 seats and increased the structure's capacity, including boxes to 3,849. A new feature of the grandstand was a dining room with a capacity of 384. Also, the finish line was moved 184 feet closer to the first turn. Moving the finish line meant that the stretch run was lengthened from 990 to 1,174 feet and that the Headley Course, formerly 40 feet shorter than a half-mile, was increased to four furlongs and 152 feet. In addition, the finish line made possible the Beard Course of seven furlongs and 184 feet.



1954

May 14: Work first began on a five-furlong training track.

Courtesy <http://ww2.keeneland.com/Lists/copy/timeline.aspx>:

Historical Timeline

1955

In September, the training track was opened.

1956

Louis Lee Haggin II was elected Keeneland Association president, a position he held to 1970. Duval A. Headley was elected Keeneland Race Course president.

Between the spring and fall meetings, the main track was completely overhauled at a cost of \$150,000. This project was designed to improve surface and sub-surface drainage.

Oct. 18: Nashua, the 1955 Horse of the Year, galloped at Keeneland in his final public appearance prior to going to stud at Spendthrift Farm.

Oct. 19: Keeneland held the inaugural running of the Spinster Stakes.

1961

The spring meeting brought the introduction of the alpha-numeric message board located at ground level in front of the infield tote board.

During the fall meeting, Keeneland became the first thoroughbred track in America to use the Visumatic Timer (which posted the various fractions and final clocking on the tote board).

1962

The Breeders' Sales Co. was dissolved, and Keeneland Association took over the business of selling horses.

March 22: Hal Price Headley, one of Keeneland's founders, died of a heart attack.

1963

The spring meeting marked the return of 1 1/16-mile races, which hadn't been run at Keeneland since the finish line was relocated in the fall of 1953. An alternate finish line was installed at the sixteenth pole.

Soon after the spring meeting ended, work began to link the clubhouse and grandstand.

1965

Kelso, five-time Horse of the Year (1960-1964), appeared at Keeneland the day before the Blue Grass Stakes as part of his tour of American tracks. Proceeds from his appearances went for equine research.

Foreign purchases at all of Keeneland's sales in 1965 went over the million-dollar mark (\$1,019,725) for the first time in history.



1968

Jan. 1: James E. "Ted" Bassett III joined the Keeneland family as an assistant to president Louis Lee Haggin.

1970

James E. "Ted" Bassett III was elected Keeneland Association president, and Louis Lee Haggin II became chairman of the board.

1971

The Blue Grass Stakes marked the first million-dollar day of wagering in Keeneland's history - \$1,052,866. Four 40-stall barns were completed.

1975

May 10: Longtime Keeneland auctioneer George Swinebroad died.

Keeneland ran its first \$100,000 race - the \$130,725 Breeders' Futurity, won by Harbor Springs.



1976

The Blue Grass Stakes purse was doubled, making it a \$100,000-added race.

Heavily favored Honest Pleasure captured the Blue Grass and created a remarkable minus win pool of \$41,876.20.

For the fall meeting, a new section of concrete and steel had replaced the historic wooden grandstand that had stood since the track's inaugural meeting.

1979

Two new "Keeneland" hedges were planted, flanking the infield tote board.

Courtesy <http://ww2.keeneland.com/Lists/copy/timeline.aspx>:

Historical Timeline

In the spring, Keeneland became the first track in Kentucky - and only the fourth in the country - to use the AmTote 300 Series Totalisator System, known as ABC (All Betting and Cashing) Mutuels. This system allowed bettors to buy and cash tickets in any amount and type at any window throughout the plant.

The terrace overlooking Keeneland's walking ring was enclosed and ready for the opening of the fall meeting.

Five 32-stall barns were finished.

1980

April 18: Keeneland board chairman Louis Lee Haggin II died.

In early 1980, work began at the rear of the pavilion on an enclosed walking ring where buyers could inspect horses just before they entered the auction ring. The 6,400-square-foot addition was octagonal in shape with a stone facade and floor-length windows.

Dec. 1: William S. Evans retired as Keeneland's director of sales.

1981

Construction began on three 40-stall training barns on recently purchased property west of the main racetrack.

1982

For the summer yearling sale, the Keeneland sales pavilion had a 4,000-square-foot addition on its east side. Constructed of local stone with an exposed wood ceiling, the addition contained a large bar, hot and cold food service counter, a lounge area separated from the room by planters and 18 additional telephones.

A new clubhouse dining room (seating 170 people) was built overlooking the walking ring. W. B. Rogers Beasley was appointed director of sales.

1983

January 12: Longtime Keeneland track superintendent Hobert Burton died.

A second Versailles Road entrance was constructed, providing an additional access lane to Keeneland.

Following the spring meeting, Keeneland's training track was renovated and the Fontana Safety Rail was erected, replacing the inside, aluminum rail installed prior to the 1949 spring meeting.

Improvements for the fall meeting included two new clubhouse ticket booths, a new food service stand and bar on the ground floor of the clubhouse and additional hard-surface parking.

1984

The first phase of a \$3-million construction project was completed before the spring meeting. Sixteen new saddling stalls were built in the paddock during the winter, and preliminary work was started on a 40,000-square-foot addition to the rear of the grandstand. Half of the old saddling stalls were demolished following the 1983 fall meeting, and new stalls (with a stone exterior and copper roof) were constructed in a semi-circle at the west end of the paddock. The balance of the old stalls and adjoining concession stand were torn down after the spring meeting.

Completed for the fall meeting, the grandstand addition provided a fine view of the paddock from three levels. Two elevators, located at each end of the addition, connected all floors, and the second and third levels were both enclosed.

Oct. 11: Queen Elizabeth II attended the races at Keeneland.

1985

A new grandstand entrance adjacent to the paddock and walking ring was ready for the spring meeting.

At its fall meeting, Keeneland became the first organized track in Kentucky to hold grass racing, and it installed exacta wagering for the first time in its history.

Keeneland began a \$2.7-million construction project that would be completed in early 1986, the year the track celebrated its 50th anniversary. The project called for a 12,000-square-foot addition to Keeneland's administration building. Aside from featuring a new jockeys' quarters and grandstand entrance, the addition provided more space for racing and sales personnel and allowed for the expansion of the library and clubhouse dining facilities. The jockeys' room and grandstand entrance occupied most of the 50-foot extension of the administration building. The new jockeys' quarters were 1,500 square feet larger than the former quarters for riders and included separate facilities for female jockeys. A second-floor addition provided more office space.



Courtesy <http://ww2.keeneland.com/Lists/copy/timeline.aspx>:

Historical Timeline

1986

March: James E. "Ted" Bassett III was elevated from president to chairman of the board. Bill Greely was promoted from vice president to president.

Keeneland is designated a National Historic Landmark.

An addition the Lexington Room increased its capacity from 250 to almost 500.

1989

The date for the Blue Grass Stakes was changed, moving it to three weeks before the Kentucky Derby, and a stakes race was run each day during the spring meeting.

1990

April 21: Keeneland's first simulcasting of a race on live card (the Arkansas Derby).

1991

April 2: Keeneland opened a new gift shop called The Keeneland Shop, located on the ground floor adjacent to the walking ring.

Called the biggest construction project in Keeneland history, a fourth-floor expansion, including 22 corporate boxes and the Phoenix Room, was completed for the spring meeting. The Phoenix Room, with space for 500 people, provided a 220-foot dining area overlooking the walking ring. Keeneland also added the Lafayette Room (seating for 65) on the fourth floor.

Spring meeting featured Sunday racing for the first time in Keeneland history.

1992

The Blue Grass' purse was increased from \$350,000 to \$500,000.

At the fall meeting, Keeneland conducted quinella betting for the first time.

1993

Keeneland held its inaugural April Two-Year-Olds in Training Sale. A total of 108 horses sold for \$6,817,500, averaging \$63,215, the highest average of any 2-year-old sale in North America in 1993.

For the first time in its history, Keeneland proved to be an across-the-board springboard to success in both the Kentucky Derby and Preakness. The in-the-money finishers in the Derby (Sea Hero, Prairie Bayou and Wild Gale) and Preakness (Prairie Bayou, Cherokee Run and El Bakan) all raced at Keeneland's spring meeting. In addition, Kissin Kris (who was stabled at Keeneland for much of the spring meeting but didn't race there) and Wild Gale (who ran in the Lexington Stakes) finished second and third, respectively, in the Belmont Stakes.

1994

August 20: Keeneland began full card simulcasting for the first time in the grandstand.

1995

For the fall meeting, a new entrance was constructed at the intersection of Versailles Road and Man o' War Boulevard.

1996

Toyota became the sponsor of the Blue Grass, which had its purse increased to \$700,000. The Ashland purse was increased to \$500,000-added.

1997

Ending a longtime tradition of no public-address system, Keeneland uses an announcer to call the races for the first time during the spring meeting.

Construction of the Keeneland Entertainment Center was completed on the Keene Farm.

The 1997 November Breeding Stock Sale set an industry record for gross sales--\$213 million.

Former President George Bush attended the races as the guest of W.S. Farish, the owner of Lane's End Farm, and presented the trophy to the owners of Favorite Trick after the undefeated colt romped to victory in the Lane's End Breeders' Futurity. It marked the first time that a former President of the United States had made a trophy presentation at Keeneland.

Total wagering topped \$100 million for the first time during the 16-day spring meeting.

For the first time in history, Keeneland offered drive-through wagering on the Derby simulcast.

As soon as the fall race meeting was completed, Keeneland construction crews embarked on the largest project in the

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track's history. The multi-million dollar, multi-year project will improve racing, sales and simulcast facilities. The first phase is total renovation of the grandstand's northwest section. A new state-of-the-art sales pavilion will be constructed. Then, the existing sales pavilion will be converted into a modern simulcast center.



1998

Coolmore Stud, the world famous Irish stallion operation, became the sponsor of the Lexington Stakes and the purse was increased to \$325,000.

H.R.H. The Princess Royal, Princess Anne of England attends closing day of the spring meeting to present the trophy in the inaugural running of the Royal Chase for the Sport of Kings, the first steeplechase ever held at Keeneland.

A \$5.8 million renovation of the west end of the grandstand is completed in time for the fall meeting. On the inside, the first and second floor were enclosed, creating an additional 15,200 square feet of space that is climate controlled. Storage areas on the second floor were converted to a public area with mutuel windows, a concession area, and rest rooms—all accessible via a new escalator. The Sports Bar doubled in size and the Paddock Shop opened a satellite location. Outside, a facade of Kentucky river stone graces the exterior of the west end and new patios offer patrons a view of the newly landscaped area below.



October 16 : Keeneland hosted the first running of the Vinery First Lady Stakes. The race for fillies and mares was contested at 1 3/16 miles on the Keeneland turf course. The race was sponsored by Vinery, a Central Kentucky Thoroughbred operation, stallion farm and leading consignor to the Keeneland sales, located in Midway, Kentucky.

2000

On Feb. 29, Keeneland President and CEO William C. Greely officially retires. On March 1, Nick Nicholson becomes the sixth President of Keeneland.

On April 20, the Daily Racing Form donates its entire archival library—containing more than 4,000 volumes and featuring newspapers from as far back as 1880—to the Keeneland Library.

Also in April, Keeneland finalizes the purchase of the Kentucky Horse Center from Churchill Downs. In October, the Horse Center is re-named the Thoroughbred Center.

Two July 1998 Keeneland sales graduates win two of the three jewels in the Triple Crown when Fusaichi Pegasus wins the Kentucky Derby and Commendable wins the Belmont Stakes.

Keeneland completes several construction projects, including the completion of a new outdoor walking ring, adjacent to the sales pavilion; an enclosure of the first floor of the clubhouse, and the completion of an on-site biofermentation plant.

WinStar Farm becomes the official sponsor of the WinStar Galaxy Stakes, formerly known as the First Lady Stakes. Following the fall race meeting, the race is upgraded to Grade II.

Keeneland sales set numerous records. In January, Mackie sells for \$5 million, bringing a record price for a horse at that auction; the July Selected Yearling Sale averages a record \$621,015; the September Yearling Sale grosses a record \$291,827,100 and \$88,085 per head; the November sale catalogs a record 5,111 horses.

2001

Millennium Wind Captures the 2001 Toyota Blue Grass Stakes.

James E. "Ted" Bassett III, chairman of the board since March of 1986 announced his retirement in October. He remains a Keeneland trustee.

Two Keeneland stakes were upgraded for 2002--the Shadwell Keeneland Turf Mile, from Grade II to Grade I, and the Raven Run, from ungraded to Grade III. Keeneland now has five Grade I stakes races.

Keeneland's July Selected Yearling Sale averages a world-record \$710,247 per horse.

During the inaugural October yearling sale, 338 horses brought \$5,092,900, for an average of \$15,068. Top price was \$400,000 for a Pleasant Colony colt.

During the second session of the Keeneland September Yearling Sale (postponed for one day due to the terrorist bombings in New York City and Washington, D.C.), a Storm Cat colt was sold for \$6.4 million, second-highest price in the history of the sale.

2002

Howard Battle, Keeneland's long-time racing secretary, died on July 14. Battle stepped down as racing secretary earlier in

Courtesy <http://ww2.keeneland.com/Lists/copy/timeline.aspx>:

Historical Timeline

the year and assumed the role of stakes coordinator. Ben Huffman was named as his replacement.

Keeneland's new 10,000-square foot library opened to the public on July 15.

Seabiscuit, a full-length feature movie produced by universal studios and based on the wildly successful book by Laura Hillenbrand, begins filming at Keeneland. Parts of Keeneland, including the infield, track, grandstand, clubhouse and lawn are retrofitted to look like Pimlico circa 1938. On Sunday, November 17, more than 4,000 unpaid extras brave the cold to be a part of the pivotal match race between Seabiscuit and War Admiral.

George "Bucky" Sallee, Keeneland's long-time hornblower, marks his 10,000th call to the post on Wednesday, October 9.

2003

Citing the effects of Mare Reproductive Loss Syndrome, Keeneland officials placed the July Selected Yearling Sales on a one-year hiatus.

Breeders' Cup Juvenile Fillies winner Cash Run, in foal to Storm Cat, tied a world-record price for a broodmare sold at public auction when Coolmore's John Magnier paid \$7.1 million for her at the November Breeding Stock Sale.

The Lane's End Breeders' Futurity, a 1 1/16-mile race for 2-year-olds, was elevated to Grade 1 and the Raven Run, a seven-furlong sprint for 3-year-old fillies, was upgraded to Grade 2.

The 17-day October race meeting established an on-track attendance record of 232,499.

Claiborne Farm became the first owner to win the gold bowl when Yell won the Raven Run Stakes (G2).

Keeneland's longtime racing secretary Howard Battle received a posthumous Eclipse Award of Merit. The Keeneland Library received a Special Eclipse Award.

2004

Construction on the expansion and renovation of Keeneland's sales pavilion began and was scheduled for completion in August 2005. The expansion included a 5,000 square-foot space for the relocation of the repository, more and larger conference rooms and a kitchen to service the dining areas. Enhancements included hi-speed wireless Internet access throughout the facility, a new business center, an upgraded sound system and a larger press box.

Installation of a Polytrack surface was completed in September on the five-eighths-mile training track. It is the first of its type at a public racing or training facility in North America. Evidence indicates that Polytrack is safer for horses and riders and requires less maintenance.

Sale records for highest-priced horses were set during the September Yearling and April Two-Year-Old sales. A Storm Cat colt sold for \$8 million in September as the sale set records for number of horses sold (3,370), average (\$96,411), median (\$37,000) and gross (\$324,904,300) on its way to becoming the biggest sale in history. During the April sale, a Pulpit colt sold for \$3.3 million and records were set for gross revenues (\$22,012,000), average price (\$217,941) and median (\$135,000). At the November sale, a record average was established (\$97,348) and the record for median was equaled (\$32,000).

2005

Keeneland's two signature sales posted impressive figures. The September Yearling Sale concluded as the largest-grossing Thoroughbred auction in the world, with record gains in gross (\$384,349,900 for 3,545 horses), average (\$108,420) and median (\$40,000) prices. Additionally the number of horses commanding \$1 million or more, 40, set an industry record. At \$9.7 million, a record for highest price was established when John Ferguson, on behalf of Sheikh Mohammed bin Rashid al Maktoum, purchased a colt by Storm Cat out of Tranquility Lake. During the November Breeding Stock Sale, champion female and broodmare prospect Ashado attracted a world record bid of \$9 million, the highest price ever paid for a broodmare or broodmare prospect. Records for average price (\$102,842) and median price (\$35,000) also were established.

On September 2, longtime Keeneland trustee and board member Charles Nuckols, Jr. died. Later that month, William T. "Buddy" Bishop, a prominent Lexington attorney and longtime board member and secretary of Keeneland, was named a trustee.

Keeneland's spring meeting posted a record total attendance and the second highest on-track mutuel handle in history. Attendance for the 16-day meeting totaled 235,220, topping the previous record of 232,826 for 15 days of racing in 2004. Included in the total were two of the three largest crowds in track history—a record 33,621 on Toyota Blue Grass Day, Saturday, April 16, and 30,110 on Ashland Stakes Day, Saturday, April 9.

At the September Sale, Keeneland unveiled its newly renovated sales pavilion. The renovation, which began in November 2004 and was scheduled around Keeneland's various racing and sales events, featured a 5,000 square-foot expansion for

Courtesy <http://ww2.keeneland.com/Lists/copy/timeline.aspx>:

Historical Timeline

the relocation of the repository, more and larger conference rooms and a kitchen to service more dining areas. Other enhancements included hi-speed wireless access throughout the facility, a new business center and lounge/bar area, renovated press area, sales counter, and restrooms and an updated sound, message and bid board systems.

2006

Keeneland unveiled the completion of a five-month track renovation during the fall race meeting. Keeneland became only the third racetrack in North America, joining Turfway Park in Florence, Ky., and Woodbine Racetrack in Toronto, to install a Polytrack racing surface on its main track, which also was reconfigured to widen the turns and lengthen the stretch. Other significant renovations included the installation of a state-of-the-art LED tote board; enlargement of the trackside apron along the grandstand and clubhouse lawn to create additional space for patrons; a larger winner's circle; and construction of a stone and wrought iron trackside rail along the grandstand and clubhouse aprons.

In the fall, Keeneland became the first racetrack in the United States to offer Trakus video race technology to its patrons. Trakus provides the ability – via sensor chips carried in saddlecloths and antennae positioned around the racetrack – to track each horse in a race electronically and digitally in real time. Information on individual horses is collected and displayed in various viewer-friendly animated forms.

The Equestrian Room, located on the first floor grandstand adjacent to the finish line, underwent an extensive renovation prior to the opening of the spring race meeting.

Keeneland's fall meeting, the first to be conducted over the new Polytrack main track, proved popular with patrons and horsemen alike, producing record handle and attendance, and average field size of 10.02 starters per race. Fans wagered a fall meet record total of \$140,408,982, surpassing the previous fall meet high of \$126,036,538 in 2003. Keeneland also set a single-day fall meet handle record of \$12,733,860 on opening Saturday, October 7. Total wagering during the fall meet averaged a record \$8,259,352 per day, breaking the previous record of \$7,413,914 established in the fall of 2003. Interstate commingled wagering rose 16.9 percent to a record \$108,712,680, breaking last fall's high of \$93,029,846. Average daily interstate handle of \$6,394,864 also topped 2005's record level of \$5,472,344. On-track attendance totaled a record 233,218, topping the record of 232,499 set in 2003. A single-day fall meet attendance record of 28,880 was set on Saturday, October 7, eclipsing the previous record of 28,788 set on October 14, 1989.

Keeneland enjoyed a record-setting sales year in 2006. The September Yearling Sale – the highest-grossing Thoroughbred auction in the world – realized records for gross sales (\$399,791,800), average (\$112,427) and median (\$108,420) and an industry record for number of horses sold (3,556). Thirty-two yearlings sold for \$1 million or more, including a colt by Kingmambo which brought a final bid of \$11.7 million, the second-highest price for a yearling sold at public auction, from John Ferguson, on behalf of Sheikh Mohammed bin Rashid al Maktoum. The November Breeding Stock Sale grossed a near-record \$313,843,800, and was highlighted by the sale record prices of \$6.1 million for a horse in training and \$2.4 million for a weanling filly, and a North American record price of \$2.7 million for a weanling colt sold at public auction. Record gross sales of \$72,329,100 were also established for the January Horses of All Ages Sale.

Keeneland's spring race meeting posted all-time record wagering and attendance figures. Total wagering of \$143,459,422 was an all-time meet record, besting the previous record of \$142,450,673 set in 2004. Total wagering averaged a record \$9,563,961 per day, again breaking the previous high of \$9,496,712 established in the spring of 2004. Attendance for the 15-day meet totaled a record 244,145, including a single-day attendance record for a Friday of 23,882, set on Good Friday, April 14, which was also Maker's Mark Mile Day at the track. The previous record attendance for a Friday was 21,737 on April 9, 2004, which also fell on Good Friday. Daily attendance during the meet averaged a record 16,276. Interstate commingled wagering on Keeneland rose to a record \$110,401,486, while average daily interstate handle also reached record levels of \$7,360,099.



Places You Will Remember-In More Detail:

Keeneland

Courtesy various internet sites:



Courtesy of Bill Wetherton (61):



KENTUCKY MILITARY INSTITUTE With a Winter Home in Florida

The only school in the world that owns and operates two distinct plants, moving from one to the other, according to the season, by special train and with no interruption of studies.

Excellent equipment, including up-to-date laboratories, machines and woodworking shops, students' buildings, large parade grounds and athletic field, 66-acre campus, Fowler Hall, a school for younger boys, \$500,000 home in Florida, where boys enjoy sea bathing and healthful outdoor exercise during the Winter months. Accredited by leading universities. Designated Honor School by the War Department and by the President as a Reserve Officers' Training Corps. Southern trip included in regular term, \$500. Address Commanding Officer, Kentucky Military Institute, Lyndon, Kentucky.

To Florida Again This Winter



1845 Kentucky Military Institute 1906

Last Winter for the first time in the history of the world a boys' boarding school, family and parents, was transferred from the continental home to the sunny, temperate zone in a temperate winter home in Florida.

A great and big success of the experiment, which will be repeated this winter, that the school furnished all equipment, fuel and other necessities to these Florida homes for the benefit and all kinds of outdoor exercises, reading, hunting, fishing, sailing and athletic sports were arranged in the winter term. Yet the academic work was of even a higher standard than at home, in any building of the educational system of the time.

There will be few vacancies next year's enrollment will be necessary, a winter term advised last year for lack of room. Write for more details and send for catalog with Florida application.

COL. C. W. FOWLER, Supt., Box 9, Lyndon, Kentucky

Special location near
Miami near Louisville

KENTUCKY MILITARY INSTITUTE A School with a winter home in Florida



PREPARATION for college under ideal climatic conditions all year. Oldest private Military School in America. ROTC. For illustrated catalog and "Why Florida" folder, address:

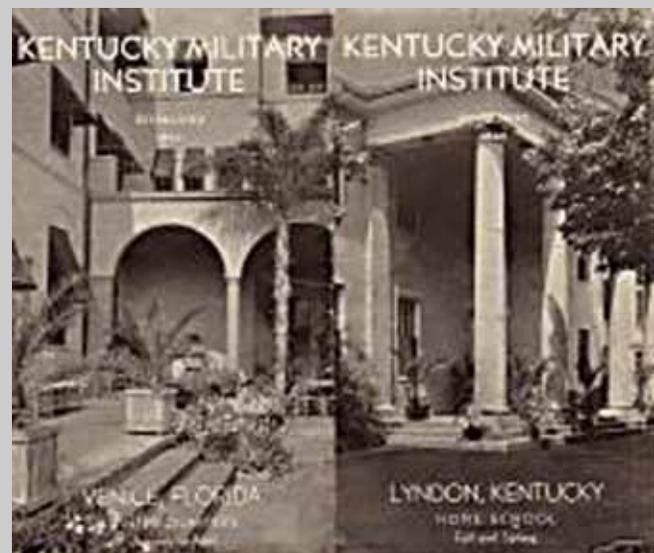
Col. C. B. Richmond, Pres.
Box N Lyndon, Ky.



KENTUCKY MILITARY INSTITUTE



Oldest military school in U. S. for boys 8 to 18. Fully accredited all colleges. Tutorial attention. R. O. T. C. Horseback riding, Swimming, etc. 11 miles from Louisville. Catalog. Box B, Lyndon, Ky.



Courtesy of <http://www.kmialumni.org/>

**"LYNDON, KENTUCKY - VENICE, FLORIDA"
1845-1971**

*The oldest private military preparatory school in the United States.
Founded in 1845 by General Robert T. P. Allen
Chartered in 1847 by the State of Kentucky.*



During its 126-year history, through the administrations of 13 superintendents, the Kentucky Military Institute enrolled and educated approximately 12,000 young men and boy cadets. About 200 of this number were from foreign countries, the United States possessions and territories. Most of their voices have been long-silenced. Those who confronted and upheld in conscious pursuit or suffered the causes of freedom and honor at the risk of life; those who were determined to defend or to fight for some national purpose in peace or war, and those who persevered to hold steadfast the tenets of faith, loyalty and truth, with no mental reservation or purpose of evasion have left their scars on a misty epitaph for the ages. With the passage of time, present generations witnessed not their deeds, their accomplishments, their flaws and weaknesses. But should the echoes of their past become muted without reflection, all memorable contributions and personal benefactions are ash... and only their spirit remains.

James D. Stephens



Courtesy *The Voice Of St. Matthews:*



WALL PHONES
BATTERY OPERATED
ONE PERSON TO PERSON CALL

● Fascinating ● ALL STEEL ● Educational

They Actually Work!

Call it a toy, if you like . . . but it actually works. It's the ideal, low-cost battery operated phone system for home or office use. Youngsters will be thrilled with it. You'll enjoy using it, too. A strong, sturdy, dependable set for only **4.50 SET**

It's easy to STOP at the MODEL SHOP!

KY. MODEL SHOP

—In the Wallace Center Building—
3805 Wilmington—St. Matthews TA. 2358

May 22, 1952

There'll be witches on the windows . . .

YOUNG ARTISTS VIE FOR PRIZES IN HALLOWE'EN MURAL CONTEST

Young artists from six grade schools in Greater St. Matthews will paint Hallowe'en murals on a store window and compete for cash prizes and a trophy this week-end.

The Kentucky Model Shop in Wallace Center will be the scene of the artistic efforts of six teams of two each. The shop's windows will get the paint and brush treatment from 10 a.m. to noon Saturday, Oct. 25, with the judging to be done at 12:15 by a panel of three.

The judges will be William Jenny, of Stone Studio; and artists Frank G. Robbins and R. Hugh Gaunt, all of St. Matthews.

The schools that have selected their teams of artists from students up to and including the six grade are: Holy Trinity, which won first possession of the trophy last year; Holy Spirit, Our Lady of Lourdes, Great-house, Stivers, and Lyndon.

The trophy will be inscribed with the name of the winning school. As the annual contests progress, permanent possession of the trophy will be earned by the school winning it three times. After that, a new trophy will be placed in competition, Hunter Look, manager of the Kentucky Model Shop, pointed out.

Cash prizes in addition to the trophy will be awarded as follows: First, \$8; second, \$6; third, \$4; fifth, \$2; and sixth, \$1.

Each student team will plan its own Hallowe'en mural and paint it on the outside of the store's display windows, each having a working area of approximately five feet square. The murals will remain on the windows for one week, through Hallowe'en, Mr. Look added.

October 23, 1952



—Basil Willis Photo

Young Holy Trinity school artists captured top prize money of \$8.00 and "second leg" on trophy presented by the Kentucky Model Shop for the best Hallowe'en mural on the store's display windows. From left, the winning team was Judy Tirsway, Dorothy Skoluda, Patsy Pollack, and Suzanne Schuster with H. Hunter Look, manager of the store. The judging was done Saturday noon by William Jenny, Basil Willis, and Hugh Gaunt. Other school teams participating received awards as follows: 2nd, Great-house, \$6; 3rd, Our Lady of Lourdes, \$4; 4th, Lyndon, \$3; 5th, Holy Spirit, \$2. The murals will remain on the store windows until Saturday.

October 30, 1952

Hallowe'en Murals On Display On Our Windows This Week

Be sure to see them! You'll be delighted with the talent shown by the youngsters of sixth grade and under, who painted them in competition for cash and trophy prizes.

And while you're down this way, be sure to stop in for a pre-view of our Christmas stock.

It's lay-away time, you know . . . and anything you select now can be placed in lay-away for you. That way, you make sure that you get exactly the right item for each person on your gift list.

For instance:

TRU-ACTION FOOTBALL GAME	.....	\$6.95
CHEMISTRY SETS	.....	\$2.25-\$21.50
LINCOLN LOGS	.....	\$2.00-\$17.50
MODEL BOATS (ready to run)	.....	\$3.95 to \$17.50
ALL METAL TRUCKS	.....	\$1.70-\$17.50
MODEL PLANES (ready to fly)	.....	\$7.50-\$11.95
LIONEL TRAINS	.....	\$17.75-\$89.50
AMERICAN FLYER CARS AND ACCESSORIES	.....	\$3.50-\$22.50
ERECTOR SETS	.....	\$4.25-\$18.95
MICROSCOPE SETS	.....	\$5.98
SUPER-CIRCUS	.....	\$3.98
ARMY TRAINING CENTER	.....	\$7.50
DESK TELEPHONE SETS	.....	\$7.50

Have You Received Your FREE COPY of the 1952 LIONEL CATALOG?

It's easy to stop at the Model Shop

Kentucky MODEL SHOP
3805 Wilmington (at Wallace) Taylor 2358

OPEN FRIDAY NIGHTS UNTIL 9:00

October 30, 1952

Courtesy *The Voice Of St. Matthews:*

Kentucky Model Shop before move to Wallace strip stores, August, 1946
 Courtesy of Bluegrass-St. Matthews Historical Society:



June 7, 1946, *The Jeffersonian*:

St. Matthews Largest Toy Store

Kentucky MODEL SHOP
 3805 Wilmington (at Wallace)
 Taylor 2338

It's Easy To Stop at The Model Shop

You'll Find The Right Toy at Ky. Model Shop!

GAMES

Cheer 2.98
 Cape Video 1.98
 Space Pilot 1.98
 Pirates & Travellers 1.98
 Calling All Cars 1.00
 Electric Football
 Baseball 3.00 to 4.95

Educational Toys

Holgate 1.00-7.50
 Highball 1.00-3.50
 Lincoln Logs 2.00-7.50
 Black City 4.95-7.50
 Mac Blocks 3.75-7.50
 Lak-A-Blocks 1.98-3.50
 Accordions 1.69-9.95
 Harmonicas 5.00-1.00

TRUCKS

Dinky Toys 25c to 4.50
 Hotchkiss 1.00-3.98
 Strato 1.98-5.98
 Ny-Dink 6.95-7.95
 Smith Miller 8.95-25.00
 Model Toys 12.95-17.95

TOYS FOR BOYS

Logic Sets 1.98-9.95
 Erector Sets 2.00-23.50
 Chemistry Sets 2.25-21.50
 Archery Sets 3.50 to 8.50
 Football, Basketball
 Army Center 3.98
 Ft. Superior 4.95
 Western Ranch 2.98
 Super Circus 5.98
 World of Tomorrow 2.98
 Space Parts 5.98
 Gas Stations 5.95
 Mineral City 5.98

Strictly for Girls

Dolls 2.50 to 25.00
 Vanity Table 4.98
 Lovely Lady 1.00-1.98
 Dishes 1.00 to 3.30
 Kitchen Sets 4.00
 Sweepers 1.98-13.95
 Glitter Chest 1.70
 Doll Beds 3.50-8.95

TRAINS

Lionel 17.75 to 70.00
 Accessories
 Am. Flyer 22.50 to 49.50
 Accessories
 H. O. Kins 2.75 to 23.95
 Accessories
 Windup 3.75 to 6.50

MODELS

Alpines 25c to 10.95
 Boats 69c to 17.50
 Trains 59c to 2.79
 Cars 69c to 2.98
 Indians
 Handbills 2.95-7.95

HOBBIES

Woodburning Sets 1.85-3.50
 Molding Sets 1.00-4.00
 Shellcraft 2.00-2.95
 Jewelry Kits 1.98
 Kests Sets 2.60-18.00
 Picture Craft 2.95
 Planes 10c to 11.95

KY. MODEL SHOP SELLS AND SERVICES ITS TRAINS ALL YEAR ROUND

LIONEL TRAINS

Realistic... Exciting!!

BUY YOUR TRAIN WHERE YOU CAN GET YEAR ROUND SERVICE

RAMP AND HOPPER NO. 456 1850

Order please only while supplies last. No cash orders. Please call for prices. Free literature available. NOTE - Not responsible for delivery of orders.

December 11, 1952

Kentucky Model Will Feature Free Hobby Show

A big free hobby show will come to town July 30. Called the biggest hobby show or wheels in the world, it will appear at the Kentucky Model Shop in Wallace Center for a one-day show.

The show is free. It will run from 2 to 9 p.m. The hobby bandwagon, as the show is known, is 45 feet long and eight feet wide, according to Hunter Look, owner of Kentucky Model Shop. It contains working displays of every type of hobby. One display is the smallest jet engine in the world, and actually works. It fits into the palm of your hand.

A complete model railroad system with chugging locomotives operates in a space no larger than your kitchen table. There are models of ships from the historic Constitution to the mighty Missouri, on which World War II came to an end.

For the sport car enthusiasts, here are models of all the latest, not to mention hot-rods for the top-up fans. And for people interested in old time automobiles, here is a complete collection of antiques, starting with Jack Benny's Maxwell through the first Ford ever built, the Stutz Bearcat and all other old time autos.

For Mom and Sis there are craft items ranging from instructions in reed craft through textile painting lessons.

July 29, 1954

"HEY SIS!

"LET I CAN BEAT YOU DOWN TO THE MODEL SHOP!"

YESSIR! We're mighty proud to say the young men of tomorrow are bringing their sisters — the young women of tomorrow — along with them. Modeling IS fun, for boys and girls alike, and new, classy modelcraft is the specialty of our shop — airplanes or boats, or trains, or racing cars that you'll be tickled pink with. They'll look good in your den, too, or over the fireplace in the living room.

"THE FIRST WITH THE BEST IN MODELS"

KENTUCKY MODEL SHOP

3812 FRANKFORT — AT LEXINGTON
 Taylor 2338 — St. Matthews

OPEN DAILY — 10 A. M. to 8 P. M. New Sunday Hours — 10 A. M. to 3 P. M.

Courtesy The Voice Of St. Matthews:



Hunter Look



WALLACE CENTER
TW. 7-2358



Vera Look

WELCOME TO OUR

10th Anniversary SALE

OCTOBER 1 thru 6

St. Matthews FIRST & LARGEST YEAR ROUND TOY SHOP

FREE GIFTS
For Each Child Accompanied By Parent

FREE PRIZES
Register Any Day Drawing Saturday Oct. 6 at 5 p.m.

6-BIG SHOPPING DAYS
With Christmas In View

SPECIAL BARGAINS!
Only A Few Are Listed Below Check This List and SAVE!

MEET SANTA'S HELPERS



Polly McCarthy



John Allen



Don Wilder

OPEN 9 to 9 During Anniversary Sale Week!
Sat. Til 6 p.m.

FOR BOYS

TRUCKS-1/2 PRICE

REG. PRICE UP TO \$18.95

DOEPKE

- Hiliner ● Bulldozer
- Roadgrader ● Euclid
- Barber Green

MILLER - IRONSON

- Hydraulic Dump ● Lift-a-matic

SMITH - MILLER

- Mobil Gas ● Silver Streak
- Aerial Ladder

NYLINT — ● Traveloader

	Was	Now
Remco Radio Station	6.95	4.98
Remco Mobile Loudspeaker	9.95	7.49
Mt. Palomar Telescope	14.95	11.98
Chem-Craft Chemistry Set	7.50	5.95
Yardbird-2 only	34.95	27.40
Badminton Sets	9.95	7.89
Shuffle Board	greatly reduced	
Croquet Sets	greatly reduced	

VARIETY of MODEL & CRAFT KITS at SUBSTANTIAL Savings

Lionel Demonstrator Trains & Switches

1/2 OFF

OUR 1956 TOYS FOR SANTA ARE NOW ON DISPLAY!

FOR GIRLS

DOLLS-1/2 PRICE

REG. PRICE UP TO \$16.95

6 AMERICAN CHARACTER DOLLS

1 Toni — Was 9.95 — now 1/2-price

2 Toodles — was 15.95 now 1/2-price

1 M. H. Ayers — was 16.95 Now 1/2-price

DOLL TRUNKS \$3.29
were 4.49 now

Mother Goose Tea Sets 2.00 89c

5-pc. Snack Sets 1.00 69c

Bunk Beds (white) .. 7.95 6.29

Rocking Horse 12.95 6.95

● CRAFT KITS ●

Leather Craft 3.98 2.49

Vinecraft 4.98 3.29

Metal Craft 2.00 1.49

Kiln - 1 only 17.50 14.95

Jewelry Craft 3.98 2.98

— NOTICE —

ALL SALES FINAL ON REDUCED SALE ITEMS
SUPPLY LIMITED — SALE SUBJECT TO STOCK ON HAND!

September 27, 1956



Courtesy Hunt Look, (1960) son of Hunter and Vera Look owners of the Kentucky Model Shop. The store was purchased in September, 1946 and sold around 1967. It was originally on the main drag across the parking lot from the Wallace Center which is where the store moved when Wallace Center opened.

Here's The Glove That Lets You STOP EVERYTHING MacGREGOR!

from Little League Size to Big League Size
from \$6⁹⁵ to \$32⁵⁰





LACED WEB OR ONE-PIECE FIELDMASTER

● FIELDER ● 1st BASE ● CATCHER

35 STYLES & MODELS TO CHOOSE FROM—COME IN—TRY 'EM ON

ALL MADE IN THE GOOD OLD U.S.A.

IF YOU NEED CLEATS, HERE ARE THE QUALITY POINTS TO LOOK FOR:

Zinc Plated Spikes (man's size)



Waterproof Soles



Swivel Heels (man's size)



BE WISE: MacGREGOR-IZE AT

KENTUCKY MODEL SHOP

3805 Wilmington (IN THE WALLACE CENTER) TW 7-2358

April 18, 1963

Courtesy of http://www.kystatefair.org/general_info/history/

History

1948

Before Kentucky had its first commercial television station, TV broadcasting was demonstrated at the fair. Television programming would influence fair attractions for years to come.

1950

Ground was broken for a new fairgrounds and multi-purpose sports and entertainment center near new airport and highway facilities.

1956

Following years of plan changes and construction delays due to the Korean War, the Kentucky Exposition Center was opened for the 1956 Kentucky State Fair.

1974

An April tornado caused widespread damage to the Kentucky Exposition Center.

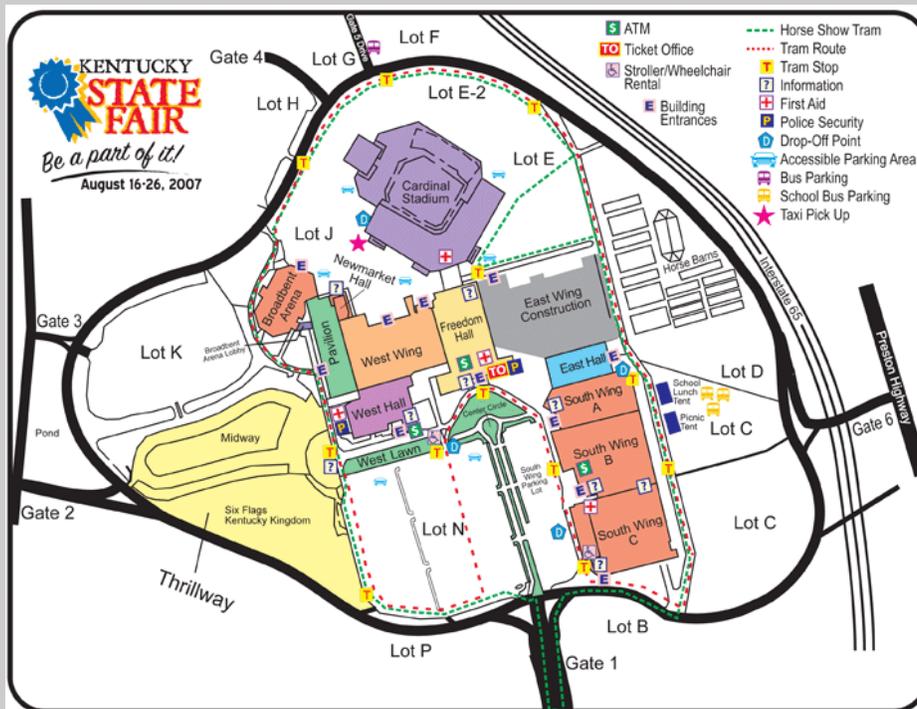
1986

Preview attractions in Kentucky Kingdom, the new permanent amusement park at the Kentucky Exposition Center, were opened in time for the fair.

2004

The 100th Kentucky State Fair was commemorated with nostalgic programs and a Kentucky State Fair history exhibition.

The eighth largest public facility of its kind in the United States, the Kentucky Exposition Center hosts over 3 million visitors each year. Featuring large facilities with diverse capabilities, the 400-acre property offers more than one million square feet of indoor space including Freedom Hall, an indoor arena which seats over 19,000 people. The expo center accommodates an amazing spectrum of events year round and remains the permanent home for the Kentucky State Fair, the National Farm Machinery Show, and the North American International Livestock Exposition.



Today

Places You Will Remember-In More Detail:

Kentucky State Fairgrounds

Courtesy of http://cgi.ebay.com/1950-60-AERIAL-KENTUCKY-FAIR-LOUISVILLE-KY-PCARD_W0QQitemZ150246848961QQihZ005QQcategoryZ20211QQssPageNameZWVWQQrdZ1QQcmdZViewItem#ebayphotohosting 1950s/1960s



Cardinal Stadium, opened 1956



Photos taken in 2000 by Brian Merzbach



Courtesy of *The Courier-Journal*:



THE WORLD'S LARGEST The 1954-built Kentucky Fair & Exposition Center has acres of space for sports events, conventions.

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



Henry Burns on the right.

Welcome Aboard KingFish Restaurants!

KingFish is extremely proud to be locally owned and operated for 60 years now! Come join us in celebrating at one of our stores! We will have 60th anniversary merchandise for a limited time.

Since 1948, great seafood and KingFish Restaurants have become synonymous in the Kentuckiana area. We've built a proud reputation for excellence by offering abundant variety, friendly service, and especially reasonable prices in our dining rooms and carryout depots, a reputation the KingFish family works hard to maintain with each and every item we serve, 7 days a week, to hungry folks like you who appreciate the finest seafood anywhere.

Our Story

The first KingFish Restaurant was opened on Derby Day, 1948, by Russell Austin and Henry Burns. The restaurant was named after the very popular radio program call Amos and Andy. One of the characters on the show was head of that Great Fraternity, The Mystic Knights of the Sea, he was known as KingFish. A refrigerator of fish, two fryers and a cooler of beer was housed in a building that Mr. Austin and Mr. Burns built with their own hands and was located at the foot of Fourth Street and River Road in downtown Louisville. A similar style building was opened on Upper River Road in 1955. The first Paddlewheel Boat design restaurant opened on Bardstown Road in 1962. Another full service KingFish was opened downtown in 1971 on Sixth Street and River Road. The original unit on Fourth Street was then closed. In 1976, the restaurant now known as Zorn Avenue (Upper River Road) was opened, followed by Poplar Level in 1981. Austin and Burns did venture into franchise business with their concept in the early '70s, but quickly discontinued the idea. In 1989, Mr. Austin and Mr. Burns sold their Company to two Louisville based land developers, Charles A. Brown, Jr. and Norman V. Noltemeyer. Brown and Noltemeyer opened a new KingFish on Dixie Highway in February 1991 and the first Company owned restaurant outside the state of Kentucky was opened in Jeffersonville, Indiana in March of 1998. In recent years we have streamlined our operations to focus on making our two locations on the Ohio River destination spots by adding miniature golf, entertainment and outside dining for Kentuckiana locals as well as visitors to the area along with promoting the neighborhood feel of our newest location at I-64 and Blankenbaker Parkway. KingFish operates high volume seafood restaurants that offer abundant variety, a fun atmosphere, friendly service and reasonable prices.

Courtesy of Bluegrass-St. Matthews Historical Society:



Kingfish Drive-In, September 1955

Note: Henry Burns family lived on Kinglan Road off of Rudy Lane in the neighborhood I grew up in. I lived 4 doors up from him. When I would sleep over with the Porters or be at their house real late we would see him come in with bags of money from the restaurant and fantasized grabbing the money and being rich. He was tough but a good man. One year there was a bottle cap contest with Coke and he brought us home shopping bags full of bottle tops for us to check out. It was great until we spread them all over the streets and he got upset. AR

HOORAY! OYSTERS "R" BACK

Kingfish
DRIVE IN RESTAURANTS

EAT SEAFOOD FOR HEALTH & PLEASURE
IN OUR ALL NEW "BOAT-LIKE ATMOSPHERE"

at 3401 BARDSTOWN ROAD
MINUTES FROM DOWNTOWN LOUISVILLE—ACROSS FROM BROWN MOTEL
and 4th & RIVER RD. • UPPER RIVER RD.

KINGFISH ROLLED OYSTERS—PAN FRIES—OYSTER STEW
CHESAPEAKE BAY OYSTER PLATE—OYSTER COCKTAILS

The Voice Of St. Matthews, September 3, 1964

Courtesy of *The Voice Of St. Matthews*:

3401 BARDSTOWN ROAD • 4th & RIVER ROAD • UPPER RIVER ROAD

Kingfish

NOW THREE LOCATIONS

VISIT OUR NEW
BOAT-LIKE
ATMOSPHERE AT
3401 BARDSTOWN RD.

DRIVE IN RESTAURANT

TRY OUR TAKE OUT
FISH BOX
SERVES TWO
\$1.00

OUR KINGFISH DINNERS

- SEAFOOD PLATE Boiled and fried shrimp, Whitefish, frog leg, scallops, and combination salad. A judgment of deliciousness meeting the Pulitzer Prize \$1.75
- FROG LEG PLATE Sweet, succulent culinary delights, served with our special combination salad and golden French fries \$1.50
- WHITEFISH PLATE Large North Atlantic white boneless fillet, with our longy stew and mouthwatering French Fried Potatoes \$1.10
- CATFISH PLATE Maravigliosa Catfish with stew and French fries \$1.10
- HALIBUT STEAK PLATE Alaskan Halibut prepared specially for hungry landlubbers with a smorgasbord of delicate French fries and cake slaw. Try this one... if just for the Halibut. \$1.10
- KINGFISH SPECIAL We've taken the gourmet of fish dishes, Canadian fillet of Sole (all same-white meat), and tenderly prepared a dish fit for Neptune, himself. And when we add our wonderful stew and French fries, it becomes a superb Kingfish Special \$1.10
- LOBSTER PLATE FRIED Slow, luscious and tartar sauce \$1.50
- SHRIMP PLATE FRIED Slow and french fries with lemon, tartar sauce, crackers and pickles. \$1.10

KINGFISH SPECIALTIES

- OUR FAMOUS BONELESS FISH SANDWICH (North Atlantic White) 45
- TOWNBOAT — a WHALE of a sandwich (North Atlantic Whitefish) 50
- THE BELLE: Crab and Flounder meat on Sesame Bun 65
- SHRIMP BOAT — Head & boiled Gull shrimp, slaw, potato salad, fresh poppers. 95
- FLOUNDER STUFFED WITH CRAB MEAT — onion rings, tartar sauce 95
- CHICKEN BASKET — slaw and French fries \$1.00
- FISH & CHIPS — French fries, fresh Pappy 65

FROM OUR SEAFOOD BROILER

- MAINE LOBSTER TAIL \$1.90
 - ALASKAN HALIBUT \$1.25
 - WHITEFISH \$1.25
- Broiled just right. Served with onion rings and drawn butter.

A LA CARTE

- SHRIMP**
- SHRIMP COCKTAIL 75
 - DELICATE SOFTEN FRIED GULF SHRIMP 85
 - SPECIALLY PREPARED FRESH GULF SHRIMP SALAD BOWL \$1.10

OTHER KINGFISH TREATS

- GOLDEN FRENCH FRIES 20
- GOLDEN FRIED CRAB RINGS 35
- SHRIMP SOUTHERN MUSH PUPPES 20
- LARGE BIRD "JUMPY JACK" SALMON \$1.10
- NEW ENGLAND SCALLOPS 85
- FRIED CLAMS

A LA CARTE

- OSTERS (when in season) 30
 - KINGFISH BOILED OYSTERS 30
 - PAN FRIED OYSTERS 35
 - CHEESEPLATE BAY OYSTER PLATE — with slaw 85
 - KINGFISH OYSTER STEW 80
 - OYSTER COCKTAIL 80
 - FISH FREE SANDWICHES
 - WHITE FISH SANDWICH 45
 - CANADIAN SOLE 30
 - NEWFINGER CATFISH 45
 - ALASKAN HALIBUT 30
 - GULF SHRIMP OR MAINE LOBSTER SALAD ON BYE 65
 - OTHER SANDWICHES
 - CHILI 25
 - FRIED CHICKEN 85
 - BAKED HAM 40
 - LYONS 40
- (Dressed Sandwiches, 85 extra)

- TURTLE SOUP (Homemade) 80
- Also Dutchman Soups and Chops New England Clam Chowder

SALADS

- MAINE LOBSTER SALAD BOWL \$1.25
 - SEAFOOD SALAD BOWL — delicious 30
 - lettuce from the Deep \$1.25
 - KINGFISH POTATO SALAD 25
 - SLAW 20
 - LETTUCE COMBINATION 30
 - SLICED TOMATO COTTAGE CHEESE 25
- (Kingfish Dressing, 15 extra)

DRINKS

- BEER 25 & 30
- COFFEE 10
- TEA 10
- TOMATO JUICE 15
- COCA COLA 10 & 15
- SODA 10 & 15
- ORANGE 10 & 15
- IMPORTED BEER 80
- MILK 15
- HOT CHOCOLATE 15
- LEMONADE 15

TRY OUR DELICIOUS PIE 25

FISH BOX

Serves two Delicate Whitefish with French fries, Mush Puppies, and Tartar Sauce (carry out only) \$1.00

HAPPY BIRTHDAY!
Is today your birthday? Prove it, and receive a FREE fish sandwich.
QUICK SERVICE ON CARRY OUT ORDERS

EAT SEAFOOD FOR HEALTH & PLEASURE

Courtesy *The Voice Of St. Matthews:*

KING-PUTT
MINIATURE GOLF COURSE
 "Dixie's Finest Full 18-Hole Course"
Now OPEN
 Completely Fenced. Well Lighted. OPEN DAILY 12 to 12
 LOCATED IN REAR OF BURGER-KING DRIVE-IN
Walter Cisco's
BURGER-KING DRIVE-IN
 Shelbyville Road Near Community Center and East Drive-In !!!

PLAN A PARTY!
 Eat at the BURGER-KING. Play Miniature Golf at the KING-PUTT. Special Rates To All Social Groups and Birthday Parties.
 TW. 5-6655



May 1, 1958



Caywood Ledford of WHAT TV tees off in celebrity golf tournament at Kings Putt, 4999 Shelbyville Rd., last Thursday night while other players watch. From left are Randy Archer, Tiny Thomale and Jim Walten, all of WHAS radio and TV. Dean Michaels, behind Ledford, and Tom Teal of WINN and Lynn Stone, of Churchill Downs.

May 31, 1962

LOOK Announcing NEW ENLARGED MENU!

BURGER-KING
 — IS NOW —
KING-SIZE

50¢ ORDER BY NUMBER 50¢ SERVED 3 WAYS!

1/2 lb. of 100% Pure U.S. Sourced Beef Specially bred and served on a double deck bun provided with lettuce, cheese, onion, pickle and your favorite of sauces.

NO. 1 OUR SPECIAL BURGER KING SAUCE <small>Catsup — Mustard — Sweet Relish</small>	NO. 2 WITH TASTY TARTAR SAUCE	NO. 3 ROQUEFORT CHEESE DRESSING
---	---	---

SANDWICHES

BROILED STEAK	60c
BEEFBURGER	25c
CHEESEBURGER	30c
BAKED HAM	50c
BAKED HAM & CHEESE	55c
BROILED CHEESE	25c
HOT DOG	20c
SOFT DRINKS. 10c. LARGE 15c	
FLOATS, Root Beer or Coke	19c



THICK SHAKES 19¢
 CHOC. STRAWBERRY, VANILLA...
 FRENCH FRIES... 20c
 COLE SLAW... 15c

STRAWBERRY PIE 35c WITH LUSCIOUS CREAM TOPPING
 FRUIT PIES... 20c
 CREAM OR PECAN PIE... 25c
 MILK... 15c COFFEE... 10c

NOW OFFERING AN ENLARGED MENU FOR GREATER VARIETY

Fried Chicken Plate <small>With French Fries, Cole Slaw, Toasted Bun, Coffee or Milk</small>	Fish Plate <small>Fried Boneless Fish On Toasted Bun With French Fries & Cole Slaw. Drink Extra</small>	Shrimp Plate <small>Six Fried Shrimp, Cole Slaw, French Fries, Toasted Bun, Coffee or Milk</small>
\$1.25	75¢	\$1.25

CHICKEN SANDWICH 90¢ <small>1/4 CHICKEN</small>	Boneless Fish Sandwich 45¢ <small>PREFERRED SAUCE</small>	FRIED SHRIMP 90¢ <small>6 TO ORDER</small>
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After You Eat—The Whole Family Will Enjoy . . .

KING-PUTT
18 HOLE MINIATURE GOLF COURSE
 Completely Fenced. Well Lighted. OPEN DAILY 12 to 12

COUPON
FREE GOLF GAME
 4 PLAY FOR THE PRICE OF 3

This coupon entitles one player in each insurance to a free game of King Putt Miniature Golf. Three pay — one free — with reason. Coupon offer good only on Mondays, Tuesdays or Wednesdays during June, 1962.

SPECIAL RATES!
 To all Scouts, Troops, church groups, fraternal organizations and birthday parties.
 TW. 5-6655

LOCATED AT WALTER CISCO'S . . .

BURGER-KING DRIVE-IN
 Shelbyville Road Near Community Center and East Drive-In !!!



May 29, 1958

Places You Will Remember-In More Detail: KT's Restaurant (Old Kentucky Tavern)

Courtesy <http://wave3.zipscene.com/restaurants/view/4473>

The Old Kentucky Tavern (known to all as K.T.'S) was a local hot spot of the 1950's. During the hot summer days K.T.'S was a favorite due to its outside beer garden. Our K.T.'S was built on a section of the original site. Our doors opened October 10th 1985, giving the Cherokee Triangle neighborhood a new landmark. Since our opening K.T.'S has become one of Louisville's favorite restaurants, maintaining the consistency, quality and service to generations of Louisvillians. K.T.'S is locally owned and operated serving the highest quality food prepared with the greatest degree of care.



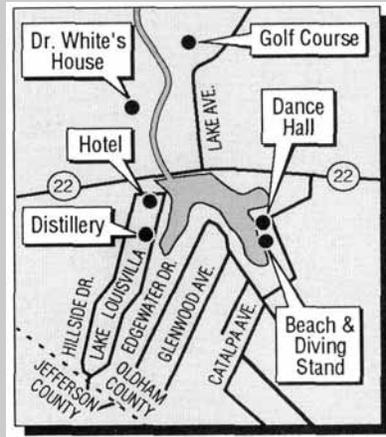
This photo is on the entry way of the new KT's, which is located behind where the original was. The photo was sent to me by manager Michelle Skutchan.



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

Lake Louisvilla

1920s promotion, hotel recreation attracted people to resort; Depression altered its course
By Grace Schneider



TO LOOK AT Lake Louisvilla today, you'd never recognize the resort community of 65 years ago.

Old tires, mufflers, tricycle skeletons and a sea of old brown bottles crouch in the broad, teardrop-shaped mud field south of KY 22.

While many of the subdivision's homes are neat and well-kept, more noticeable are the rundown, one-story former summer cottages whose yards are strewn with car carcasses and rusted refrigerators.

In October, state officials drained the lake because of safety concerns about the dam. This recent chapter in Lake Louisvilla's history could be split between The Depressing and The Hopeful.

On one hand, what's left is an eyesore that many residents believe will only drive down the area's lowest property values.

But a ray of hope shines on the 60-home community that straddles the Oldham-Jefferson county line. Scattered through the winding streets are a few neat, new homes.

"You've got some rebirth going on there right now," said Joe Schoenbaechler, Oldham's planning and zoning administrator, noting that four home permits were issued there in the last two years.

Decades ago, before the Depression, Lake Louisvilla was a spanking new resort, with a hotel, clubhouse, pavilion, bathhouse, dock and two-story diving platform.

Swimmers splashed on the beach. Romance cruised on the lake, as couples rowed around on the placid waters. People like Virginia Baker remember riding out from Louisville in the late 1920s with her church group for a day-long picnic and hayride.

"It was really a nice place," recalled the Okolona resident.

Like the neighboring cities of Orchard Grass Hills and Coldstream, Lake Louisvilla had been rolling woods and farmland.

Farms owned by the Norwoods, Caspers and Barnetts formed what is now the subdivision and lake, where several small creeks and springs converge. At one time, a brandy distillery stood nearby, south of the present lake, said KY 146 resident Chilton Barnett, whose family sold 40 acres for the formation of Lake Louisvilla.

Then, in the early 1920s, New York developer and speculator Warren Smadbeck teamed with two now-defunct Louisville newspapers, the *Post* and the *Herald*, in a scheme to win subscribers and promote the development.

For \$58.50, people could buy a 20-by-100-foot lot if they also purchased a six-month subscription to one of the papers.

The area, gushed advertisements, "is bound soon to become known as one of the best and most pleasant resorts of its kind in the United States."

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

Lake Louisville

1920s promotion, hotel recreation attracted people to resort; Depression altered its course

By Grace Schneider

That probably overstated the case, but it was a nice place, Barnett said.

An old poster at Barnett's Pewee Valley antique shop advertising the Lake Louisville Hotel proclaims it "the ideal place to spend your va-cation or week end."

A person could tee off on a golf course in the "Lakeside section" north of KY 22, go dancing, play tennis, swim, take a boat out and use the bathhouse showers.

A package included a Saturday-night stay, with dinner, Sunday breakfast, another dinner and chicken supper all for \$5 per person — about \$31.50 in today's prices.

The hotel burned down sometime in the late 1920s, after about three years in operation, Barnett said. That didn't seem to matter to many Louisville patrons coming out to summer cottages for an afternoon.

Then the Depression struck. Newspaper clippings say that fewer and fewer people came out. Many cottages fell into disrepair.

Some properties reverted to the county for unpaid taxes.

Smadbeck, who retained several hundred unsold lots of the 1,720 originally platted, didn't pay his taxes either. In 1950, the lots were sold to paint-company executive Herman Marcus, now deceased, who at the time owned a farm in what is now Orchard Grass Hills.

Still, the lake and surrounding countryside retained its charm for some people. Dr. George White, a general practitioner and father of five, bought 13 lots on the hillside north of KY 22 in about 1934 and eventually built a large stone house that still stands near the South Fork of Harrods Creek.

Working around a staggering schedule of house calls, White and his family would drive out from their Shawnee Park home on Sun-day, recalled his wife, Claribel White, 85, of Old Louisville.

The children splashed in the creek below the spillway. Her husband cut weeds and she whipped up a picnic lunch. "The children loved it. They had a grand time," she said.

During the 1937 flood, the Whites moved to the stone house for three weeks until the waters subsided in western Louisville. After the children grew up they stopped going to the house, and Claribel White conveyed it to apartments in the 1960s.

She sold it around 1970 and it is still occupied.

Larry Allgeier's family didn't own its summer cottage as long, but the 50-year-old pharmacist shares the Whites' fond memories of the lake.

His father bought a cottage and 10 lots in 1947, and the Audubon Park residents would pack up and move there each summer.

Allgeier's father commuted to Louisville to work while the family relaxed. "The first few summers, I would put on a bathing suit in June and not come out of it till August," recalled Allgeier.

Upkeep was a problem. Although an association levied fees based on the number of lots owned and an additional annual fee per cabin, many people didn't bother to pay.

Though most lakeside properties were well-kept, some other areas away from the lake became home to people living in sheds and other substandard dwellings.

"I just remember there were people who lived in the woods year round," said Allgeier, whose father sold in 1950 when he saw his investment dwindling.

The mid-1950s probably marked the end of Lake Louisville's life as a retreat and its emergence as a year-round residential community, said E. M. "Mac" McElroy, 54, of Geneva Road.

"People who bought were people like me, people in their 20s and 30s with kids."

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

Lake Louisville

1920s promotion, hotel recreation attracted people to resort; Depression altered its course

By Grace Schneider

The haven for young, working-class families experienced the same problems the association had. Residents formed a city in the late 1950s in an effort to clean up the area, said McElroy, a former council member. But it was dissolved in 1972 when people complained they weren't getting enough in return for their taxes.

A cleanup effort, many residents believe, is still needed.

Attempts to trace the source of pollution in the lake — believed to be caused by leaking septic systems — have come up short. So did the recently completed five-year legal battle waged by a group called Save Lake Louisville.

Eleven past and present residents had filed suit to prevent the state from draining the lake. Now, unless someone comes up with \$250,000 for dam repairs — an expense the state won't pay — the lake is gone forever.

To 26-year resident Jesse Law, the action kills hope of a revival. "I've fixed up the tour houses I own out here, but now I've got a big mudhole in my back yard."

Property values plunged like water headed down the South Fork, he said. "I don't think you could sell your place if you tried. It's a shame."



Lake Louisville, Oldham County, Kentucky, 1933—Aerial view of u-shaped section of the lake. The lake is edged by trees above and flat land with only a few trees below. Narrow roads are visible above and below. Lake Louisville opened as a summer resort in the early 1920s with swimming, boating, a hotel, and clubhouse. Courtesy University of Louisville Photographic Archives.

Places You Will Remember-In More Detail:

Lake Louisville

Courtesy Google Maps.



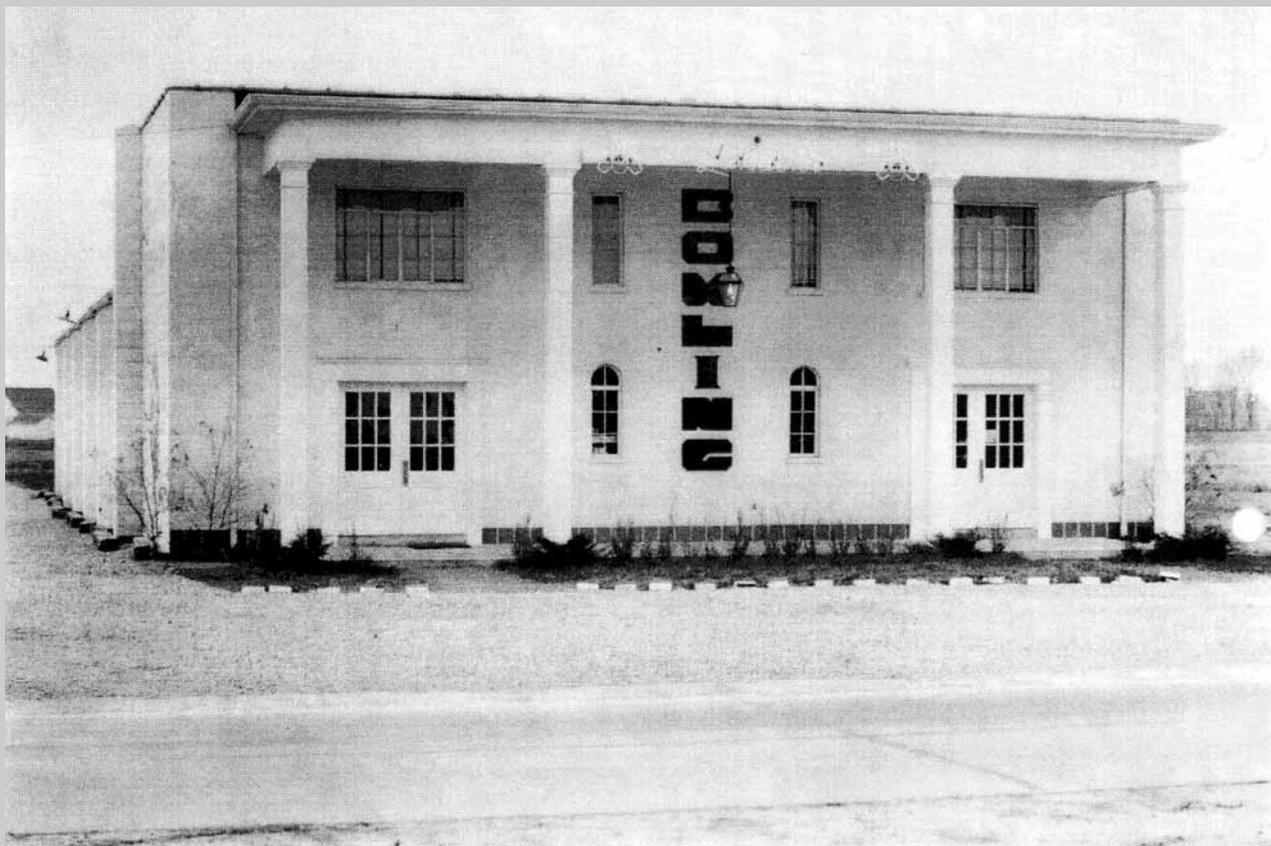
Places You Will Remember-In More Detail:

Landohr Bowling Alley

Courtesy Beargrass-St. Matthews Historical Society:

Early 1940's

Hubbards Lane & Shelbyville Road



Places You Will Remember-In More Detail:

Landohr Bowling Alley

Courtesy Beargrass-St. Matthews Historical Society:

Early 1940's
Hubbards Lane & Shelbyville
Road

WM. DOHRMAN
INCORPORATED
... BUILDER ...
2908 REIDLING DRIVE
LOUISVILLE, KY.

June 13, 1945.

Mr. Carl Berg, Secty.
Planning and Zoning Commission,
Louisville, Ky.

Dear Mr. Berg:

We would like to get permission to add four [4] more Bowling Alleys to our plant, which is located on the south side of Shelbyville Road and just west of Hubbard's Lane. We now have eight (8) alleys, of which we are enclosing a picture of the front elevation and one of the interior.

This building was started the last of May 1941 and was completed about the first week of October of the same year.

The addition for the new alleys would require adding 27 feet to the east side of the present building and would have to be 120 feet deep - the same depth as the present building. The structure would be built on our original 80 feet and not on the new ground we bought later.

We wish to call your attention to the fact that we were in our present location before 70 or 80 percent of the houses were built in our immediate vicinity. We are surrounded on the west and south side by an 18 acre field of potatoes and on the east side a field of Timothy hay and a good size Victory Garden. On the north side, we have Shelbyville Road, which is a two-lane Highway and then a large grass spot, which is between the back yards of the houses in Richlawn Subdivision. The rear of these houses are to the Shelbyville Road and are at least 366 to 400 feet away.

Your early attention to this request will be appreciated.

Yours truly,

Landohr Recreations

By Wm. Dohrman

Landohr Lanes to close

The changing face of St. Matthews is taking one of the oldest firms in the area, Landohr Lanes, the first bowling establishment in this east-end area, will close at the end of the winter league season which will be about six weeks.

Bill Dohrman, owner, said the 24-year-old building will either be leased as is or remodeled according to the needs of an occupant. He said the building is not for sale.

The building contains 9,000 square feet of floor space. The first floor measures 120 feet by 75 feet, with additional space on the upper floor, now being used for locker rooms.

It is on a lot 110 feet by 215 feet. Presently there are about 40 parking spaces.

Mr. Dohrman recalls that when he built the building at 4160 Shelbyville Road in the fall of 1941 it was almost surrounded by potato patches.

He said potatoes were on the site of what is now Pryor's Restaurant, where Hoyer Chevrolet is located and to the rear, which includes the Farm Bureau Building.

Mr. Dohrman, a builder, said there were only two houses in the Richlawn subdivision when the structure went up.



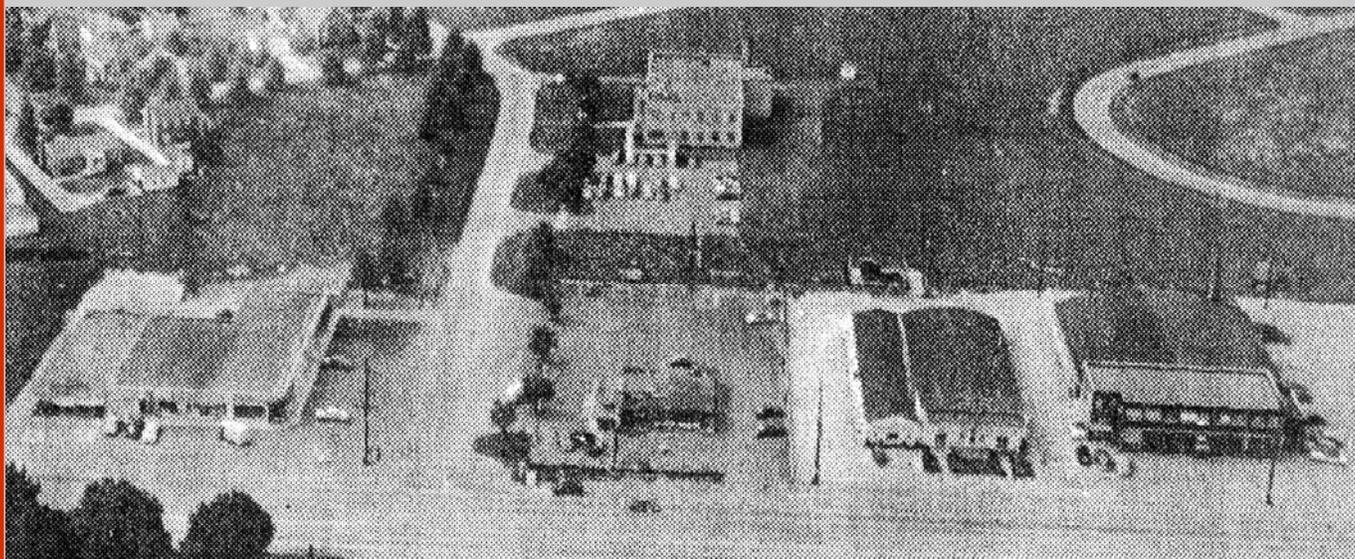
Landohr Lanes whose white front and columns have been familiar to motorists for 24 years will close soon, and the front may be radically changed.

April 1, 1965
The Voice Of St. Matthews

Places You Will Remember-In More Detail:

Landohr Bowling Alley

Courtesy of The Voice-Jeffersonian, April 9, 1970:



Courtesy of St. Matthews, The Crossroads of Beargrass, by Samuel W. Thomas, 1953 On Shelbyville Road. St. Matthews School of Music operated by Mrs. Madge Terry Lewis occupied the second floor of building at right in the 1950s, while Pendergrass Chevrolet sold cars below. 94.17.012, University of Louisville Photographic Archives.

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

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

Levy Bros. - A well loved department carrying a full line of men's and women's wear including hats, caps, shoes, furnishings, and even a men's and children's barber shop. Henry and Moses Levy started as immigrant German peddlers. The brothers opened their store in 1861 at NE corner of 3rd St. and Market . The landmark Levy Bros. Bldg., completed in 1893, was well known for the ca. 1908 electric lights outlining the exterior, leading to a local phrase " Lit up like Levy's". A 1910 letter to a customer indicated they carried a full line of men's golf and tennis wear including shoes. The same letterhead lists men's, ladies and children's shoes, mens and boys clothing and hats. By the late 1920s, the company was run by Fred, Arnold, Stuart H., James H. and Frederick Levy with S. L. Greenebaum. In 1955 they opened a store in the Shelbyville Rd Plaza. The Levy family closed the Third and Market store on Oct. 10,1980. The Shelbyville Road Plaza, Bashford Manor Mall and Dixie Manor stores were sold in September 1979. The last store closed 1987. The last family president was Henry Levy.

The downtown building, now on the National Register, still stands, housing a restaurant and loft apts. They carried Hart Schaffner Marx, Manhattan Shirts, Fashion Park Clothes, and Military Uniforms.



Levy Bros. Letterhead from 1910 with Landmark store



From a 1940s - 1950s gift box, courtesy of As Time Goes By

Courtesy <http://www.locustgrove.org/>

Locust Grove is a National Historic Landmark on 55 acres of the original 694 acre farm established by William and Lucy Clark Croghan in 1790. William Croghan was the brother-in-law and surveying partner of George Rogers Clark, founder of Louisville and Revolutionary War hero. George Rogers Clark spent the last nine years of his life at Locust Grove, from 1809 until his death in 1818.

Locust Grove also hosted three U.S. Presidents, Monroe, Jackson and Taylor, and was a stopping point for famed explorers Meriwether Lewis and William Clark upon their return from their expedition to the Pacific. In addition, Locust Grove was home to numerous enslaved African-Americans who lived and worked on the farm and contributed to its success. Locust Grove tells the story of George Rogers Clark, early Kentucky history, western expansion and everyday life on the frontier.

The ca. 1790 Georgian mansion, restored and furnished to its original appearance and situated on 55 rolling acres just six miles up river from downtown Louisville, tells the story of its builders, William and Lucy Clark Croghan. William Croghan (pronounced "Crawn"), an Irish immigrant, came to the Kentucky territory as a surveying partner with his future brother-in-law, George Rogers Clark. Lucy Clark and William Croghan were married in 1789 at her parents' home, Mulberry Hill. Construction at Locust Grove began the following year. Here, as early settlers, the Croghans reared their family and farmed their land with the assistance of some 30 enslaved Africans and several indentured servants. In 1809, they made welcome General George Rogers Clark, founder of Louisville and conqueror of the Northwest Territory, who lived at Locust Grove the last nine years of his life.

Major Croghan's standing in the community and General Clark's presence made Locust Grove a gathering place for political and social figures of the period. A neighboring farm, Springfield, was the boyhood home of future President, Zachary Taylor. President James Monroe and General Andrew Jackson were guests of the Croghans in 1819, and Jackson returned for a visit in 1825 with his wife, Rachel.

In an attempt to gain support for the establishment of a separate colony west of the Mississippi, Vice-President Aaron Burr traveled throughout the Mississippi and Ohio River valleys. Among other places, he stopped at Louisville, meeting with General George Rogers Clark at Locust Grove. General Clark, however, did not become involved in the plan. Artist John James Audubon was acquainted with Major Croghan and became friends with his sons. In 1841, Locust Grove was the sight of a duel between the fiery Kentucky statesman Cassius Marcellus Clay and Robert Wickliffe. William Clark, younger brother to Lucy and George Rogers Clark, concluded his famous expedition through the Louisiana Territory with fellow explorer Meriwether Lewis in Louisville in 1806.

Of the houses built in Jefferson County in the late eighteenth century, Locust Grove was one of the finest. The Croghan family sold the property in 1878 to river boat captain James Paul. In 1883 Richard Waters, of Hermitage Farm, bought Locust Grove and it remained in the Waters family until 1961 when the site was purchased by Jefferson County and the Commonwealth of Kentucky. Following extensive restoration the historic house was opened to the public in 1964. Today the site includes the circa 1790 Georgian house, the original smoke house and eight other stone and log supporting farm buildings, formal quadrant gardens, herb, perennial and annual beds, woods and meadows. The house is furnished with some of the finest examples of Kentucky-crafted furniture, portraits, prints, textiles, domestic objects and select artifacts originally belonging to the Clark and Croghan families. Locust Grove, a National Historic Landmark, is a unique example of early Kentucky architecture, craftsmanship and history.



Courtesy The Courier-Journal, July 2, 2008, by Martha Elson:

Exhibit honoring legendary general will be unveiled at Locust Grove

Historic Locust Grove in the Indian Hills area will celebrate the Fourth of July by unveiling a permanent exhibit that portrays Gen. George Rogers Clark as a dashing young man.

The exhibit tells the story of the 18th-century farm estate and is in a new \$900,000 addition to the visitors center that's also opening for the first time.

"It's quite a change," said Bonny Wise, marketing director for Locust Grove, 561 Blankenbaker Lane. Admission is free on Friday.

Titled "A Country Worth Defending: Land & Family in Early Kentucky," the exhibit uses wall illustrations, text and interactive features to tell about the settlement and development of the Louisville region. It replaces a much smaller exhibit at the visitors center.

Clark was a Revolutionary War general who was known as the founder of Louisville. He was the brother of explorer William Clark of the Lewis and Clark expedition.

He's portrayed in a new light as "a tall, rugged, redheaded youth who was a natural leader." He's quoted as saying: "If a Cuntrey was not worth protecting, it was not worth Claiming."

"Red hair ran in the family," Wise said.

Clark also is described as "a keen observer of the natural world" who corresponded for 30 years with Thomas Jefferson, who had been a neighbor in Virginia.

Clark's image has been shaped by portraits done later in life and the effects of later personal troubles.

But he was best known as a military hero, and July 4 also marks the anniversary of his Illinois Regiment's defeat of the British at Kaskaskia, Ill., in 1778 during the campaign to secure the Northwest Territory.

Wise is making a child's dress that can be tried on as part of the exhibit. Other items that can be handled -- including a military uniform and textiles from Clark's day -- will be displayed on small, wooden wall racks. Re-enactors will portray Clark's military company as part of the gallery opening events Friday.

Clark spent his last years until his death in 1818 living at Locust Grove with his sister and brother-in-law, Lucy and William Croghan.

George Roger Clark also was a land surveyor who worked with William Croghan. A re-created surveyors' office in an 1810 log building also is part of the new exhibit, which was created by the local Solid Light company. JRA Architects of Louisville designed the new center wing.

Locust Grove -- a National Historic Landmark -- originally was a 694-acre farm with a house built in 1790 by the Croghans.

The remaining 55-acre site is now owned by Louisville Metro Government and operated by the private, nonprofit Historic Locust Grove Inc., which raised the money for the new visitors center and gallery.

By Martha Elson, *The Courier-Journal*

A permanent exhibit about Gen. George Rogers Clark will soon be on display at Historic Locust Grove.



Courtesy *The Voice Of St. Matthews*: March 12, 1964

Locust Grove to be ready soon--workers hope

By Glee Durand Crutcher
896-6091

Soon Locust Grove out on Blankenbaker Ln. will be a hive of activity with volunteers preparing for opening to the public. They hope to be ready by the end of May.

The old house, now part of Historic Homes Foundation, is full of the history of Jefferson County. It was built around 1795 by William Croghan, brother-in-law of Gen. George Rogers Clark, who spent his last days there.

Already a group of young women has been formed to guide visitors through the house and explain the history of it. They've been thoroughly briefed by Jim Thomas, the on-the-job representative of famed architect Walter M. Macomber, Washington, who is in charge of the restoration.

Mary (Mrs. W. Bruce) Baird, 4002 Druid Hills Rd., is in charge of the guides, or docents. When

the furniture arrives the girls will have some more briefing sessions. Authentic pieces of the period are being collected by a committee headed by Mrs. John V. Collis, River Rd.

Assisting Mary will be volunteers Mrs. Harry R. King, 431 Country Ln., Mrs. William W. Hancock, Jr., 2105 Glencove Way, Mrs. Joseph M. Rodes, 109 Travels Rd., Mrs. Collis Abbott, 515 Club Ln., Mrs. Stuart P. Jay, 3906 Elfin Ave., Mrs. Samuel G. Miller, 430 Twinbrook Dr., Anne Clowea, 5703 Apache Rd., and Mrs. Stuart Smythe, 349 Ridgeway.

Seek descendants

Meantime, a group of dedicated amateur detectives has been delving into Croghan and Clark family records, checking every item of the history of Locust Grove and digging up descendants who may have inherited some of the original furnishings. So far, they've turned up 230, including a chief of police, of whom 72 live in Jefferson County.

Sam Thomas, Jim's brother and a U. of L. graduate student, acts as head sleuth of the committee.

A most recent exciting discovery is a family member living in the south of England. She's Mrs. Leavett-Schenley, a descendant of the daughter of the Jr. William Croghans who eloped from Locust Grove.

Mrs. Leavett-Schenley, who's been corresponding



Mrs. Lyndon Everbach (left) and Mrs. Harry King stand in front of Locust Grove discussing the renovation and progress of refurbishing it.

with the committee this winter, seals her letters with the Croghan coat of arms of 1833, though her family has lived in England for several generations. She not only has miniatures of the Croghan family and of General Clark but owns a silver tea set once used at Locust Grove. These family heirlooms will come back to their original home, as she is leaving them to the house in her will.

Working with Sam are Mrs. Cornelius D. Dosker, 317 Mockingbird Hill Rd., who has spent two years delving into records, papers, and old letters at the Filson Club. In January she did research for a week in the Library of Congress.

"One thing leads to another," says Mrs. Dosker, now an expert at reading microfilm. "We get one clue, then pursue it. Our search has turned up information from all over the country, including records at the Huntington Library in Pasadena and the Wisconsin Historical Society in Madison, where the James C. Draper collection of Clark and Croghan papers

is housed."

Others helping to piece together the picture of Locust Grove as it was 160 years ago are Mrs. Lyndon Everbach, River Rd., Mrs. Ralph G. Strother, 3621 Brownsboro Rd., and Mrs. Hubbard G. Buckner, 191 Bow Ln.

De-Victorianized

The house is now back to its original architecture, having been "de-Victorianized."

The interior will be completed by May, even down to the authentic wallpaper used. Sam and Jim Thomas, who've been prime workers on the restoration, found some pieces of it still clinging to a wall on the second floor. With more sleuthing, they discovered it was designed about 1786 by an artist named Cletti. The New York firm of Katzenbach and Warren identified the wallpaper and is reproducing it now in its original 8 colors

for the house.

Members of the Henry Fitzhugh, Jr., family will be crossing paths this weekend, going to and from their winter home Bimini.

The parents are returning to their home on Alta Vista Rd., after a vacation in the south and turning the house over to daughter, Louise.

Louise, who's been working in New York, will fly down from there with a large houseparty of friends, including several who are coming over from England.

Courtesy *The Voice Of St. Matthews*: October 1, 1964

Nearly as Clark knew it, restored Locust Grove to open Sunday

Locust Grove hasn't seen the activity going on there this week since the days George Rogers Clark spent there, if then.

The old house, where the General spent his boyhood and last days on Blankenbaker Lane, has been virtually a bee-hive of activity, as workmen were trying to beat the 11th hour deadline in completing restoration of the house for the official opening Sunday.

Gardeners were trying to get the grounds in shape, painters were rushing through with the last of their jobs, electricians were on the job and refinishers were completing restoration of the walnut woodwork.

Meanwhile women from the Historic Homes Foundations, which owns the house, were also trying to plan furnishing the old home with furniture of Clark's period.

The restoration has been in process for nearly a year, and work to determine the type of furnishings used by Clark and the job finding them has been even longer.

Each of the 20 rooms will have some furniture of the Clark period but the house will not be completely furnished.

Jim Thomas, who has been on the job representing the

famed architect Walter M. Grove but disappeared over McComber, Washington, said the years will be back. Many

1800's. But otherwise, the renovation and restoration will be as complete as possible "to the very minutest detail" that existed during Clark's time, Thomas said.

Thomas noted that a great deal of study and research was done before attempting the job, and much of it revealed previous conceptions of the building as Clark knew it were wrong.

One was the story that the major entrance to the building was to the rear, or a belief that the present rear of the house was once the front.

But Thomas noted that the front today has always been the front and the driveway is much the same as that for the original house. He said the imposing rooms in what is now the front shows this to be true and the stairway approach is further proof.



Mrs. Lyndon Everbach and Mrs. Harry King stand in front of Locust Grove which will open Sunday. The white area on the side of the building shows where a kitchen once was. This is yet to be restored.

the cost of furnishing the house completely is almost prohibitive, even if the furnishings could be found.

However, there will be some heirlooms once used at Locust

of the heirlooms (one a silver tea set) have been returned from England, where they have been with descendants of the Groghan family which occupied Locust Grove early in the

Continued on page 13

Crusade gets over \$23,000 from firemen

Nearly as Clark knew

Continued from page 1

The approach to the stairway was always to the rear in the houses built at the time Locust Grove was (1785) with the exception of very large expensive homes, Thomas said.

A rock wall around the front grounds is the same one there during Clark's time, and Thomas adds that the grounds are much the same, with the exception of trees.

Since Clark occupied the house, it has had some structural changes which gave it a Victorian appearance. But this has been eliminated in the restoration. For instance, the front door was changed from the Victorian style back to that of Clark's time.

With one of the original locks on the door, Thomas was able to duplicate 11 others to complete the locks throughout, and a wallpaper used on the second-story ballroom has been duplicated from a piece uncovered there.

The walnut woodwork, which is used extensively throughout the house, particularly over the fire places, has been restored to its original finish. Even marks left by candlelight have been left.

There is one questionable feature in the restoration, however. That is a porch on the rear of the building which has been added. It is known that the original house didn't have a porch but sometime later a porch was added. It isn't specifically known whether there was a porch during Clark's days.

When the public sees the house for the first time in its restored state, they will not be able to see the original kitchen, but only the foundation where it was. But a kitchen will be the next project scheduled on the restoration.

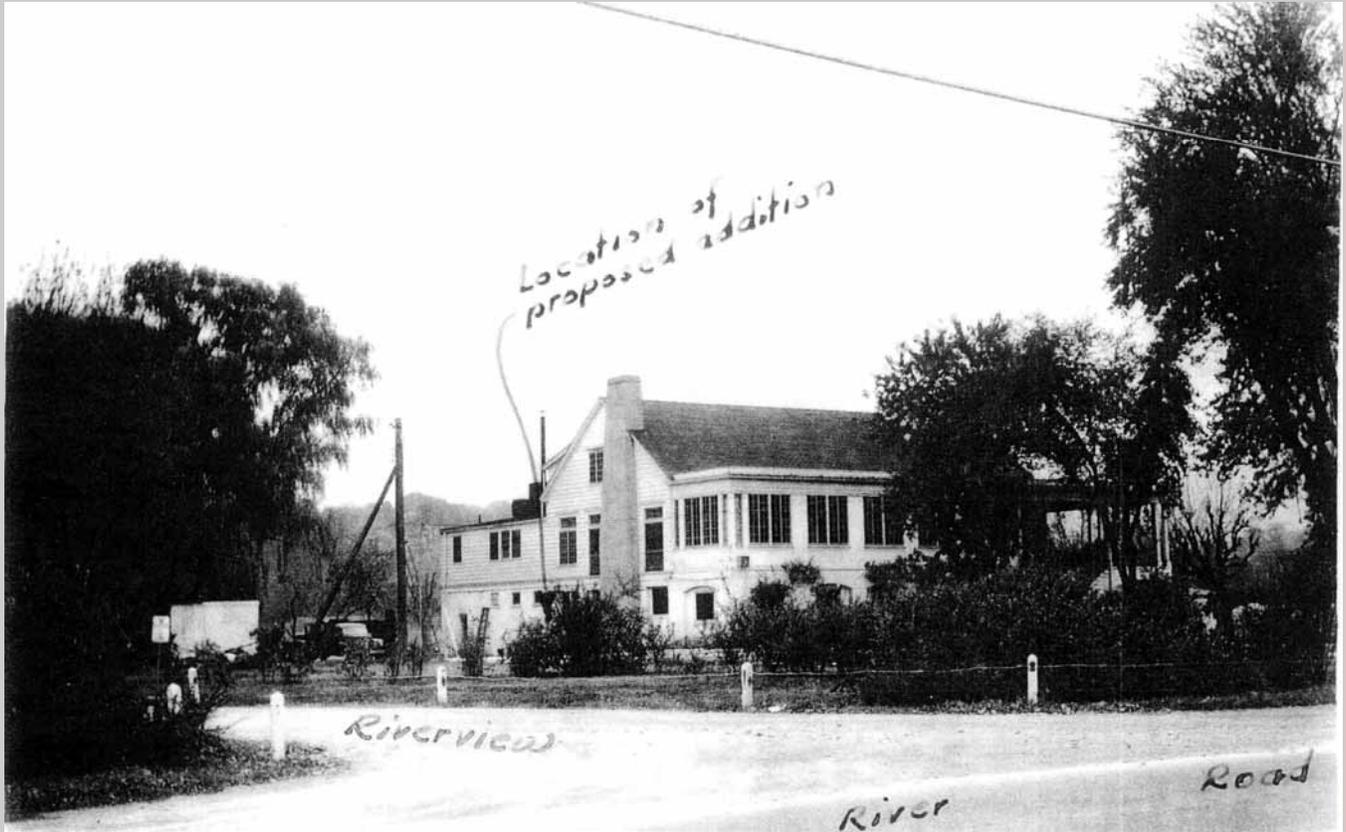
The home is scheduled to be open from 1 to 4:30 p.m. Sunday, though some of the women working on refurbishing it are dubious. Thomas, however, unequivocally says the house will open on schedule.

Places You Will Remember-In More Detail:

Louisville Boat Club

Courtesy Beargrass-St. Matthews Historical Society:

November, 1949



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

Today



Courtesy Al Ring, St. Matthews Fire Department History, *The Courier-Journal/Louisville Times*:

NOTE: the history of the Louisville Boat Club was very hard to find. These article on the fire tell part of its history.

March 1, 1969: \$500,000 Fire Destroys Louisville Boat Club Home. The rambling old clubhouse of the historic Louisville Boat Club was razed by fire early today.

A spectacular blaze swept through the upper portion of the two-story frame structure before dawn.

The clubhouse was across Upper River Road from the Ohio River, just east of Indian Hills Trail. The site is about five miles from the foot of Fourth Street.

First estimates of damages exceeded \$500,000. No boats were reported damaged, and there were no injuries.

For years it has sponsored junior tennis tournaments, namely the Southern Junior and one the National Junior, both drawing the top-rated players in the country. Early in the 1950s its courts were the scene of a preliminary Davis Cup round between the United states and Japan.

Building Was 40 Years Old: The present building is said to be about 40 years old. It is the oldest social club of its type in Louisville, on of the oldest in the country, and gained a reputation for its parties as early as the Gay Nineties. Only the chimney and crumpled wall remained today.

About 60 firemen from the Harrods Creek and St. Matthews volunteer departments responded to the 5:20 a.m. alarm, but said the roof was engulfed in flames when they arrived. They theorized the fire had started in the attic.

Harrods Creek Fire Chief James Ross Todd who lives nearby on River Bluff Road, said he saw flames shooting high in the night sky as he left home to answer the alarm.

Fire Plugs Lacking: On top of that, he said there was only one plug close enough for the available hose to reach the blaze, and it was too small to supply adequate pressure.

The St. Matthews department rigged up a relay from the river, and also pumped water for the swimming pool. Heavy black smoke continued to curl from the rubble for hours after the fire.

A night watchman, William Parker, was on duty and reported the fire. Firemen speculated he did not discover it immediately since it started in the upper part of the building probably the attic.

Club Manager A. J. (Tony) Janidlo said there had been a fire in a second floor fireplace last night but said it was out by the time the club closed at about midnight.

The building was a long, white structure, frame for the most part, and contained the usual locker rooms, dining rooms, club-rooms, bars and lounges.

A tunnel under River Road connected the clubhouse with the boat docks. A lot of water has gone under the bridge and over the clubhouse during numberless floods since the Boat Club began modestly in 1879 in an oversized houseboat at the foot of Sixth Street.

Ten rousing, river-minded men banded together 80 years ago to form a social club, featuring river activities. Huge war canoes and outriggers were the main facilities and rugged races the sport, according to a history of the club. Once for men only, the club was moved around to various locations from 1879 until 1911.

After the club almost went under financially, finances were reorganized in 1911 and an old farmhouse was bought at the club's present location of the river front.

March 1, 1969: Charred Rubble Remains After Fire Guts Home Of Louisville Boat Club. The gay often swinging clubhouse of the Louisville Boat Club became a burned out hulk full of blackened debris after a fire raged through the 40-year-old structure early yesterday morning.

Early estimates of damage were in excess of \$500,000. There were no injuries and no boats were reported damaged.

The inside of the two-story clubhouse was gutted. The chimney, twisted steel girders and crumbling brick walls were the only things standing.

The clubhouse site is a few hundred feet south of the Ohio River along Upper River Road, just east of Indian Hills Trail. It is about five miles northeast of the foot of Fourth Street.

About 60 firemen from the Harrods Creek and St. Matthews volunteer department answered the 5:30 a.m. alarm and found the roof already a sea of flames. They believe the fire began in the attic.

Places You Will Remember-In More Detail:

Louisville Boat Club

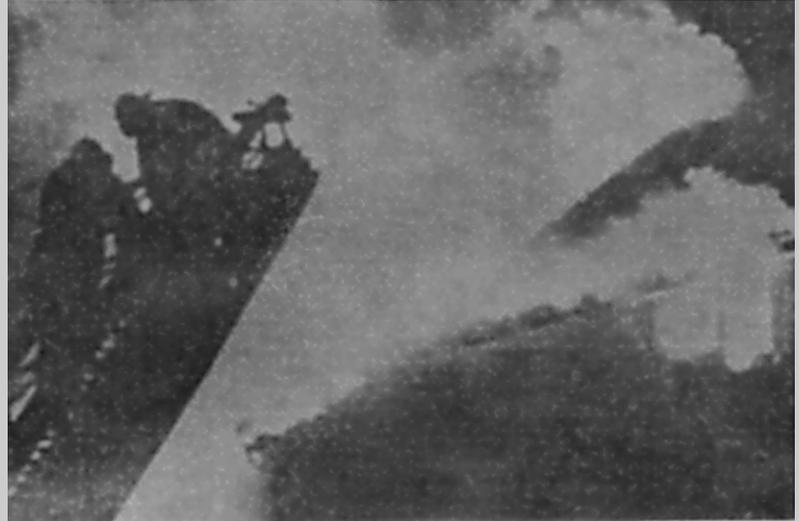
Courtesy Al Ring, St. Matthews Fire Department History, *The Courier-Journal/Louisville Times*:

Harrods Creek Fire Chief James Ross Todd said only one fire hydrant was close enough for the available hose to reach and it was too small to supply adequate pressure.

The St. Matthews department pumped water from the Ohio River and from a swimming pool in front of the clubhouse to fight the blaze.

Heavy black smoke belched from the rubble for several hours after the fire. As late as yesterday evening, firemen were still poking around the debris for possible sparks, but only patches of smoke could be seen.

A night watchman on duty, William Parker, reported the fire. Club manager Tony Janidlo said a fire in a second floor fire-place was extinguished by the time the club closed about midnight.



Courtesy Al Ring, St. Matthews Fire Department History, *The Courier-Journal/Louisville Times*:



April 10, 1969
The Voice-Jeffersonian



4200 RIVER ROAD
LOUISVILLE, KENTUCKY 40207

March 4, 1969

St. Matthews Volunteer Fire Department
117 St. Matthews Avenue
Louisville, Kentucky .

Gentlemen:

The Executive Board of the Louisville Boat Club wishes to express our deepest appreciation to you for your fine efforts of Saturday, March 1, 1969.

Your professionalism and conduct were of the highest caliber. Further, your interest and compassion were beyond any measure.

Our warmest thanks and best wishes for the future.

Very truly yours,

LOUISVILLE BOAT CLUB

Virgil G. Kinnaird, Jr.
Virgil G. Kinnaird, Jr.
Vice President

Boat club members map plans for new clubhouse

By Glee Crutcher
Staff Writer

"What's going to happen to the Louisville Boat Club now that the clubhouse has been destroyed by fire?" everyone is asking.

In no way fazed by the flames, the members are just as busy as ever and plans already are popping for the dedication of a new clubhouse next spring. Meantime, no activities have ceased. Two large trailers have been pulled onto the property on Upper River Road and have been converted into a bar, a diningroom, and an office. The river front slips are being put into condition and the tennis courts already are crowded. The swimming pool will open Decoration Day.

"Other clubs have been simply wonderful to us," says O. C. 'Doc' Kelsall, 4029 Norbourne Blvd., who already has been appointed chairman of the dedication when the new clubhouse is

finished. "All privileges have been extended to our members by Hunting Creek, Audubon, Big Spring, Owl Creek, the Penderis Club, and others. Planned wedding receptions and various social functions have been moved to one or another. Our semi-annual meeting and dinner in May will be at Audubon Country Club."

A committee is at work on plans for the new clubhouse. Members hope to have the building completed by next April or May. In order to have a bang-up dedication, Doc Kelsall says, other committees are mapping out a celebration of the event. The club, one of the oldest in town, will be 91 years old this September.

Old pictures are being collected from many sources and several members are writing a history, delving back into records of beginning events in the 19th century when a group of young men, who were among Louisville's first "River Rats", formed their boat club.

Courtesy *The Voice-Tribune*, April 2, 2009, by Mary Alan Woodward:

A River Runs Through It

Louisville Boat Club marks 130 years of sports, socializing—and yes, even boating

You wouldn't guess it from its name, but the Louisville Boat Club, which is celebrating its 130th anniversary this year, played host to the first National Junior Clay Court tennis championship in 1952. World-famous tennis players such as Billie Jean King and Bobby Riggs have played on its courts.

Mary Bateman, who has been a regular at the club since the 1940s, remembers the intercollegiate softball games that once were played on the grounds, including a match between Washington & Lee University and its arch rival, The University of Virginia.

"There are a lot of us who are members of the boat club even though we don't have anything to do with boating," Bateman said. "My children had their swimming lessons here and sunbathed down on the docks, right by the river. I was in a tennis clinic with the club pro, Gus Palafox, for years; and sometimes we opened our house to young players who came to town for the club's tennis tournaments.

"The LBC has always been a nice place to have luncheons, cocktail parties and even children's birthday parties," she added. "It's been a very attractive place to spend time with old friends or invite new people. I've always thought of it as an unpretentious club, and very welcoming."

Rugged beginnings: The LBC certainly looked modest during its formative years. In September 1879, 10 local men established it as an outlet for their interest in river races and other manly activities – forget those kiddie parties and ladies' luncheons, landlubbers!

The clubhouse, a two-story houseboat, was moored at various locations alongside the muddy riverbank, including as far west as Sixth Street. The current brick clubhouse at 4200 River Road was built after a fire destroyed the previous one in 1969.

In recent years, the club has added improvements such as an award-winning 25-meter pool, a baby pool, a squash complex, a tennis viewing porch and a restyled dining deck and cocktail deck.

LBC is among the oldest country-club-type social clubs in the country. The State in Schuylkill, Pa., established in 1732, usually claims top honors, and Standard County Club opened in Louisville in 1873.

LBC is unique in its combination of racquet sports, swimming, social activities and walking access – through a short tunnel under River Road – to the Ohio River.

Ladies allowed: LBC President Roy Mattingly, a member since 1972, noted that "until the early 1920s, girls were a rarity at the boat club. It was strictly a man's club, and ruggedness was the outstanding qualification of members. A few hardy members who called themselves the Polar Bears plunged into the icy waters of the Ohio each New Year's Day, regardless of the weather."

The few early social activities – events at which ladies were allowed – were not held at the club itself. Huge war canoes housed on the premises were occasionally used to ferry wives and sweethearts to picnic spots, and an annual ball was held at the Galt House, considered one of the South's leading hotels.

"The Boat Club Ball was one of Louisville's outstanding social events of the year," he added. "We intend to resurrect the ball this year in honor of our 130th anniversary."

Membership changes: Other changes are on the horizon for the venerable institution. In honor of the anniversary, Mattingly said, the club is initiating a new Invitational Membership Category. It still requires each applicant to be nominated by a current member, but "there are special provisions that make it attractive in the current economic environment."

LBC memberships are typically decades-long – in fact, there are at least three dozen men and women on the rolls today who have belonged for 50 years or more.



Courtesy of the Louisville Boat Club, The Louisville Boat club's current clubhouse was built in 1969.

Courtesy *The Voice-Tribune*, April 2, 2009, by Mary Alan Woodward:

A River Runs Through It

Louisville Boat Club marks 130 years of sports, socializing—and yes, even boating

“The LBC also has a Past Presidents Council that is reorganizing under the leadership of Bob Adams, Ed Rhawn, Tom Campbell and others to craft a strategic plan and consider several opportunities for future growth and club development,” Mattingly said. “The Metro Louisville bike path will very likely be completed this year, and will involve some route-crossing on LBC property. The Past Presidents Council is represented on the Metro Parks bike path committee, and will have some input on this project.”

Club officers will also consider adding more river frontage, including docks, to the existing grounds; as well as expanding the uses and development of existing property.

As the officers, staff and members of the LBC face tomorrow’s challenges and opportunities, they are rallied by the sentiments expressed in the official Boat Club Toast, penned by C. Kenneth Meeker:

“Oh, hail to the men of the boat club crew,
And hail to their ladies fair,
We’ll drink a toast and pledge anew
A kinship warm, a friendship rare.
So raise a glass to the river life,
To LBC and all we share.
It’s bottoms up and away.
To care-free ways, to sun-filled days,
To a life lived the boat club way.
Yes, raise a glass to a celebration of our days,
It’s bottoms up and away!”

Courtesy *The Courier—Journal*, May 6, 2009, by Martha Elson

Boat club survives floods, fire to mark 130th anniversary

Jessica Spears of St. Matthews arrived at the Louisville Boat Club’s Great Steamboat Race Party on River Road last week with three children — two of her own and a “borrowed” friend.

They were there to eat, play and socialize, she said, and the club was ready with a huge white tent, food and drinks, a bluegrass band and a colorful game area filled with giant inflatable bounce structures.

Spears, who plays on a tennis team at the club, said her daughters, Leighton, 2, and Mary Mason, 5, “get excited ” about visiting the club “because half of their friends are here.”

The club is celebrating its 130 anniversary, and its current family-oriented environment is a sharp change from its past as strictly a men’s club. It was founded in 1879 by “about 10 rousing, river-minded men” who mostly engaged in “rugged races” on the river, according to a club history by the late Dale Linch.

At that time the boat club was literally on a boat — an oversized houseboat moored on the river at the foot of Sixth Street. It moved to various other spots on the river before club members bought an old farmhouse in 1911 at the club’s present site, 4200 River Road.

The farmhouse was remodeled and expanded over the years before it burned to the ground in 1969. The present clubhouse opened in 1971.

An anniversary gala is tentatively scheduled for September. As the club celebrates its anniversary, it has a new manager, Terry Bascher, a former private club consultant in Dallas who’s originally from Louisville, and a new executive chef, Kelley Flynn, who came from a private club in North Palm Beach, Fla. He was attending to smoked pork and ribs at the boat race party and said he intends to “be true to the tradition” of the food at the club.

Club member Elizabeth Fenley of Glenview said the biggest attraction is being able to dine at the club and look out at the river. “It’s fantastic,” she said.

The nonprofit club bills itself as “Louisville’s oldest premier river, racquets and private social club.” A “regular membership” with family privileges costs \$315 monthly, after a \$10,000 initiation fee. The club has about 510 memberships and doesn’t expect to go beyond 600, Bascher said.

It has a complex of 12 outdoor and four indoor tennis courts and has played host to major tennis competitions, including two Davis Cup Tie events. Billie Jean King and Bobby Riggs have played there.

Today’s attractions at the club also include squash, swimming, sailing, a Mother’s Day brunch, Friday night entertainment and fried chicken night on Tuesdays.

Courtesy The Courier—Journal, May 6, 2009, by Martha Elson

Boat club survives floods, fire to mark 130th anniversary

Old photos show the clubhouse surrounded by water during periodic flooding over the years. The current clubhouse has concrete walls, but the inside was flooded after this year's ice storm, when four sprinklers burst. Work was going on before the boat race party to lay new hard wood floors and replace carpeting.

A male bridge foursome playing at a table in the "Crow's Nest" bar recently reflected on earlier times. Club member Henry Harris, 88, of St. Matthews said when he joined in 1947, there were more boats at the club and lots of parties on boats. "I used to like to come out here and eat lunch and watch the bathing beauties," he said.

Gar Davis, 57, of Glenview, a former Glenview mayor, said he's been coming to the club since he was 6 years old. His father, Arch Davis, was the president of the club at the time of the club fire.

Davis said he and his wife could go elsewhere to eat. "But you feel so comfortable here," he said. "You feel at home, surrounded by friends."

Courtesy Google Maps:



Places You Will Remember-In More Detail:

Louisville Boat Club

Courtesy E. Gar Davis:



Original Louisville Boat Club



1915, Original Louisville Boat Club at present location



January 29, 1948, Louisville Boat Club



1948, Louisville Boat Club Men's Singles



Need Caption

Courtesy Al Ring, St. Matthews Fire Department History, *The Courier-Journal/Louisville Times*:

Edited article on fire at Louisville Country Club:

March 5, 1969: *The Courier-Journal*: \$300,000 Loss --Worker Burned Critically in Fire, Fire that erupted near a barrel of wood-finishing fluid at the Marshall Planing Mill, Inc., in St. Matthews destroyed one building, extensively damaged another and critically burned an employee yesterday afternoon.

The fire alarm came at 2:26 p.m., just 11 minutes after the St. Matthews Volunteer Fire Department had answered another alarm at the Louisville Country Club on Upper River Road.

The country club fire, of undetermined origin, resulted in a damage loss estimated at \$4,000, mostly from water seepage, Edward L. Valentine, manager of the club, said. He said the fire, which was confined to a third floor locker room, would not interrupt the club's activities. The club fire was discovered at 2:15 p.m.

The water damage to the club was caused when the fire activated the sprinkler system.

Meanwhile in St. Matthews, fire departments from Lyndon, McMahan and Middletown and a ladder truck from Louisville fought the planing mill blaze. The fire was still smoldering last night.

Yesterday's fire at the Louisville Country Club was the second in three days at a clubhouse on Upper River Road. Gutted last Saturday was the Louisville Boat Club. Both fires apparently started in locker rooms. Investigations are continuing into the cause of both fires.

**BOARD OF GOVERNORS
LOUISVILLE COUNTRY CLUB
LOUISVILLE, KENTUCKY**

March 7, 1969

Chief John Monohan
St. Matthews Volunteer
Fire Department
117 St. Matthews Avenue
Louisville, Kentucky 40207

Dear Chief Monohan:

Just a short note to thank you and the men in your department for your tremendous help in extinguishing the fire at the Louisville Country Club on Tuesday, March 4th. As your men are all volunteers, we are particularly grateful for their time and skills.

Please extend our thanks to each of your volunteers.
With best regards,

Yours truly,

LOUISVILLE COUNTRY CLUB

S. Gordon Dabney
S. Gordon Dabney
President



Louisville Country Club, August 8, 1930, Herald-Post Collection, University of Louisville Photographic Archives.



Today

Places You Will Remember-In More Detail:

Louisville Water Tower

Courtesy <http://www.louisvillevisualart.org/rental.html>

Louisville Visual Art Association

The Water Tower is a 19th century historic landmark on the bank of the Ohio River. It is also the home of Louisville's leading contemporary art center, the Louisville Visual Art Association. A major monument of the Greek Revival style, the building with its 169-foot standpipe tower was designated a National Historic Landmark in 1971. The spacious facility provides an elegant setting for parties, wedding receptions, rehearsal dinners, business meetings or an event of your own design.

The Facility *Percy Brown Hall*

The 2000 square-foot hall has elaborate architectural features including a ceiling rising to 46 feet above the floor with large windows and a dramatic view overlooking the Ohio River.

Charlotte Price Gallery

The 1000 square-foot gallery, is available in conjunction with the adjacent Brown Hall, presents exhibitions of contemporary art, which adds color and beauty to your special event. The gallery contains a projection screen as well as adequate electrical supply for any event.

On the Green

The grounds immediately surrounding the Historic Water Tower are included with your rental. Tents and outside activities are allowed for events. Ample parking is available at no extra charge.

The L.V.A.A. has a total of 20-5ft round tables, assorted banquet tables and 170 white wooden folding chairs with padded seating. In addition there are approximately 25 black plastic chairs. These tables and chairs are for indoor use only. For use outside, it will be necessary to rent from a rental company.



Courtesy http://www.louisvillewater.com/about_us/towerhist.htm

The Water Tower is one of the most recognized symbols in Louisville.

The white ornamental casing houses a standpipe (a pressure regulator) used in the early days of Louisville Water Company. It's the oldest and most ornamental structure of its kind still surviving. It pre-dates the famous Chicago example by several years.

When Louisville Water Company first pumped water in 1860, water was pumped into the standpipe at about the same elevation as the reservoir. (The original reservoir for Louisville Water Company was where Veteran's Hospital sits today.)

The standpipe helped to equalize water pressure within the mains and protected the pump house from the surges between the strokes of the huge steam engine pumps. (The original pump house is the white building behind the Water Tower.)

The original Water Tower contained a wood paneled shaft that protected the iron pipe inside. In 1890 a tornado (or a cyclone as some legends have it) snapped the Water Tower at its base. The company reconstructed the Water Tower with cast iron to ensure protection from further natural disaster. Even with the reconstruction, the useful life of the Water Tower had come to an end. The company built new pump stations and a new reservoir in Crescent Hill, ending the need for the Water Tower.



Louisville Water Company has provided safe drinking water to the people of Louisville for more than 140 years.

In 1850's, the idea of a water company was a hard sell. Back then, many laughed at the thought of paying for water since they got it for free from underground wells and corner pumps. But the ground water was polluted and Louisville became known as the "graveyard of the west" since so many people died from typhoid and cholera. Finally in 1854, the Kentucky Legislature granted a charter, incorporating Louisville Water Company. Water was first pumped from the location at Zorn Avenue and River Road in October 1860.

The founders of Louisville Water Company wanted the water works to be visually pleasing. The Water Tower at Zorn Avenue is a monument to Greek Architecture. The gatehouse at the reservoir is modeled after the castles along the Rhine River. The founders believed if the facilities looked beautiful, people might be more accepting of the water company. The original pumping station and the water tower at Zorn Avenue are no longer used, but are landmarks in this community. Both are listed on the National Registry of Historic Places.

Research has always played a significant role at Louisville Water Company. Research into chlorine helped to virtually wipe out cases of typhoid and cholera from drinking water. Two of the company's first engineers also pioneered work on the filtration systems used at water plants throughout the country. Today we operate an EPA certified lab and conduct 300 tests on drinking water every day.



Courtesy *The Courier-Journal*, October 16, 2008:

**Water tower in midst of \$1.7 million facelift
'It's part of our history,' official says**

By Sheldon S. Shafer *sshaffer@courier-journal.com*

The historic water tower at Zorn Avenue and the riverfront is shrouded with scaffolding as crews continue to work on renovating the landmark.

The work, which has been done in two phases, carries a price tag of \$1.7 million -- an expense the Louisville Water Co. board considers justified given the tower's place in the community, said Greg Heitzman, president of the agency.

"It's part of our history, it's an integral part of the community" and it's the water company's symbol, he said, noting that both the tower and companion pumping station were granted federal landmark status in 1971.

The pumping station and water tower began operation in 1860 at a cost of \$800,000 and were among the Louisville Water Co.'s first facilities. Both were retired in 1909, officials said.

The current work on the 183-foot tower, a Doric column reflecting a Greek design done primarily by Theodore Scowden, once the company's chief engineer, began in August 2007.

The first phase, completed in June and costing \$830,000, included repair of exterior masonry and wood, renovation of the roof and repair of 10 statues, mostly Greek and Roman mythological figures.

Each of the statues has been restored and will be reinstalled after the rest of the project is completed, probably in January.

The budget for phase two is \$878,000. That work is well under way and includes restoration of the upper metal tower sections, repair of the main door and a dozen windows, new lighting and exterior painting.

The general contractor on the project is Martin Construction of Louisville. The tower was last renovated in 1993 at a cost of about \$800,000.

Julian Donahue, the water company's project manager, said, "The river weather is rough. We hope to get another 15 to 20 years" out of the current tower renovation.

The ornate pumping station, highly stylized with large white columns in front and standing immediately behind the tower, was last renovated in 1997 for \$1.1 million.

Heitzman said it again has begun to show its age, and in two to three years will need another renovation, probably costing around \$1.7 million.

The Louisville Visual Art Association has rented the pumping station since 1981 for its headquarters and galleries and sub-leases its space for a variety of private functions.

Just to the west of the tower and pumping station are three other buildings still in use and operated from the Crescent Hill plant -- two pumping stations and a former boiler house now used largely for storage and maintenance. Those three buildings date to the late 1800s.



By Bill Luster, *The Courier-Journal*

Work on the 183-foot tower, a Doric column reflecting a Greek design, began in August 2007. The first phase was completed in June. Phase two is well under way and may be completed in January.

The water tower and pumping station began operating in 1860 and were granted federal landmark status in 1971.

(By Bill Luster, *The Courier-Journal*)



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

Lyndon

Train tracks were the ties that bound a community of commuters in early 1900s

By Kay Stewart



Children played on the Ormsby Village grounds in 1927. The country closed the home for needy and troubled youths in 1979.



LONG the railroad tracks on his own land, Alvin Wood built a depot in 1871 so he and his neighbors wouldn't have to go to St. Matthews to catch a train.

Wood called his depot Lyndon, apparently after Lynn's Station, a fort built in the 18th century on a nearby fork of Beargrass Creek.

Trains began making Lyndon a regular stop and the station also became the post office, with Wood in charge as postmaster.

Nearly 120 years later, its founder's train stop near Vinecrest Avenue is gone, but Lyndon is booming.

The fourth-class city — incorporated in 1965 to avoid annexation by St. Matthews — is roughly bounded by the Watterson Expressway on the west, Westport Road on the north, Whipps Mill Road on the east and Shelbyville Road on the south.

It contains subdivisions, apartment complexes, shopping districts, traffic congestion — but little evidence that Lyndon began as a train stop surrounded by woods and potato fields.

By the early 1900s, with the interurban electric train making regular stops in Lyndon on its route linking Louisville with La Grange, the town grew into a commuter community and residents settled in bungalows in the woods.

Today, not far from a maze of apartment complexes and subdivisions, some fine Lyndon heirlooms are hiding on shady roads and at the end of long, tree-lined drives.

Each tells a part of Lyndon's history.

Virginia Wood Hodge, the great-granddaughter of Alvin Wood, lives on Wood Road in the farmhouse where she was born in 1920. The street bears the family name, she said, because the road was built on land once owned by her great-grandfather.

He bought 200 acres in the area in 1865, she said, and built the train station there.

Wood's brick home, built by his slaves near Wood Road, was destroyed by fire in 1952, Hodge said the land at one time included slave quarters.

More than 20 years after the railroad station was built, Wood's son, George Wood, built a station for the Interurban commuter train that ran to La Grange near Lyndon Lane and La Grange Road, Hodge said.

Residents got prescriptions and milk delivered by the electric train, and children rode it to school.

Decades before the interurban train came through, members of the Ormsby family, wealthy early settlers, had built two elegant man-sions on Lyndon's outskirts.

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

Lyndon

Train tracks weaved the ties that bound a community of commuters in early 1900s

By Kay Stewart

One of the homes, hidden at the end of a long drive off La Grange Road, was the centerpiece in the mid-1800s of Col. Stephen Ormsby's estate. Ormsby gained fame as a colonel in the Louisville Legion, which fought in the Mexican War in 1846.

His father, Judge Stephen Ormsby, came to Louisville about 1791, when he was appointed judge of Jefferson District Court. He was also a Jefferson circuit judge and a member of the U.S. Congress before he became president of the Bank of Louisville.

The judge bought about 1,000 acres along Goose Creek in 1803, and a year later his only son was born there, according to records of the Jefferson County Department of Historic Preservation and Archives.

According to oral tradition, Judge Ormsby heard a superstition that a man over 50 who builds a new home would never live to enjoy it, so he deeded the 800-acre estate in 1830 to his son, charging him with building the house.

The son and his wife, Martha Sherley, had 11 children, all born at the estate — called Maghera Glass, a Gaelic phrase meaning "green grass." The judge died there in 1844, as did his son 25 years later.

In 1896, the house and part of the estate were sold to the Kentucky Military Institute, which built numerous other buildings on the property and had both a preparatory school and a college division there at one time.

The school was attended by five Union and two Confederate generals, including John Morgan, and quit holding classes during the Civil War because its cadets and most of its faculty were on the battlefields.

The school closed in 1973 and the old mansion and grounds are now Ten Broeck Hospital, which specializes in drug and alcohol treatment.

East of that site, just outside Lyndon's boundaries at the southeast corner of Whipps Mill and La Grange roads, one of Judge Ormsby's grandsons built a stately mansion with an elaborate iron porch and balcony. The home sits on a small hill, which is why Hamilton Ormsby may have called it Bellevoir, "beautiful view."

In the late 1800s, the estate was known for its dairy cattle and trotting horses. It even had its own railroad terminal, Ormsby Station.

Ormsby descendants sold the property in 1912 for use as a children's home. The county closed the Ormsby Village complex for needy and troubled juveniles in 1979 but restored the mansion two years ago.

The county is now developing the estate — with the mansion as its centerpiece — into a commercial office park called Hurstbourne Green.

South of Bellevoir on Whipps Mill Road in Lyndon, Grace Perry, the descendant of German settlers, lives at Mill Stream, a 100-year-old estate built by her late father, E. L. Rothenburger.

Rothenburger grew up on nearby Oxmoor Farm, where his parents worked. Perry said German immigrants in the late 1800s rented parcels of the farm, owned by the Bul-litt family, to grow potatoes. Some of them later bought land for farming.

Decorating Perry's yard is a mill-stone from the old Whipps Mill, which operated along the Sinking Fork of Beargrass Creek more than 175 years ago. Her father found the stone years ago in the creek while he was fishing, she said.

Near the heart of Lyndon, Progress School, a oneroom, wood-frame building at Whipps Mill and Wood roads, opened in 1891 for grades one through eight.

Sisters Linnie and Lizzie Bach, piano-playing descendants of composer Johann Sebastian Bach, taught there as a team from 1912 to 1918, according to "Lyndon Lore," a history of the area published in 1972 by The Lyndon Homemaker's Club.

Mary Emily Hawkins, of La Grange Road, was a pupil there from 1919 to 1925, when the school had two rooms and a pot-bellied stove.

But it lacked running water and children had to carry their own water from home, she said. Hawkins carried hers in an "elegant" perfume bottle.

The school, which closed in 1936, was expanded and remodeled and is now a private residence.

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

Lyndon

Train tracks wee the ties that bound a community of commuters in early 1900s

By Kay Stewart

Before the turn of the century, with the train stop linking Lyndon to Louisville, George R. Washburn tried to develop his 50 acres near the railroad tracks into Warwick Villa — “the beautiful little suburb on the high tide of prosperity.” But the panic of 1893 caused financial problems and few houses were built.

Washburn sold the original lots just west of Lyndon in 1928 to Henry Holzheimer Sr. for Warwick Villa.

The property had been in the Washburn family since 1815, according to county historic records. The two-story framed Washburn House, built in the 1830s, is still on Fountain Avenue, surrounded by newer homes.

Although the original subdivision failed, Louisville residents around the turn of the century were riding the train to the Warwick Villa Hotel, which fronted the railroad tracks near Washburn Avenue.

The hotel had “social prominence” as a summer gathering spot because of the “fresh country air and delicious meals for which the hotel was famous,” according to “Lyndon Lore.” The hotel, however, was destroyed by fire and was not rebuilt.

Hotel guests probably drank water from the nearby Indian Mineral Wells, which operated into the ‘0s.

The Interurban Co. also attempted to draw Louisville residents Lyndon. The train company owned and promoted a park on the south side of La Grange Road near Benjamin Road. But, according “Lyndon Lore,” attempts to boost ridership by luring people there “enjoy a day in the woods and fresh air” were not successful and the park was sold.

The interurban train discontinued service in 1934. Its path was later covered when LaGrange Road was widened from two four lanes.

The apartment complexes lining La Grange Road now are a stark contrast to Hodge’s 100-year-old home and the bungalows just a few blocks away on Wood Road.

“This used to be the country Hodge said. “It’s all so different now.”



The mansion Bellevoir, built for Hamilton Ormsby, was part of an estate known for its dairy cattle and trotting horses in the late 1900s. It also had a train depot.



Cadets were in line for their final formation before summer vacation, above at the Kentucky Military Institute in 1945. The school closed in 1973, and Ten Breock Hospital now occupies the grounds.



The interurban train station in Lyndon around the turn of the century was a stop for a train running between Louisville and la Grange. It operated until 1934.