

St. Matthews Fire Protection District

1919 -- 1929

This is one of many sections that contain information, documents, letters, newspaper articles, pictures, etc. of the St. Matthews Fire Protection District. They have been collected and arranged in chronological order. These items were collected, organized and entered into a computerized database by Al Ring. Last revised in 2023.

There were many people who helped with this project over the years, however 3 deserve special mention. Rick Albers, John M. Monohan, Jr. and Jack Monohan.

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. This also applies to other items such as documents, letters, etc. Credit to the source of the documents, 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.

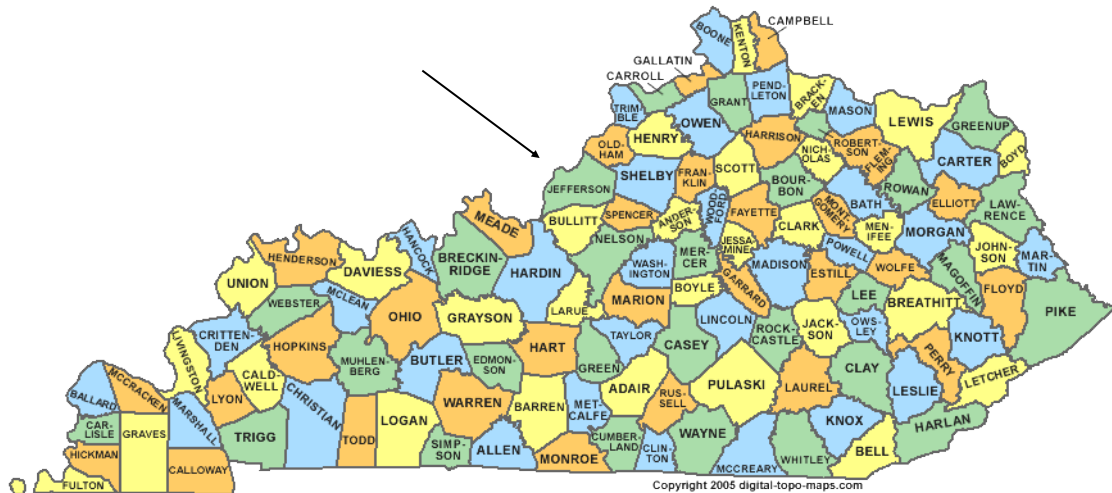
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In The Beginning There Was Fire.....But There Was No Fire Department

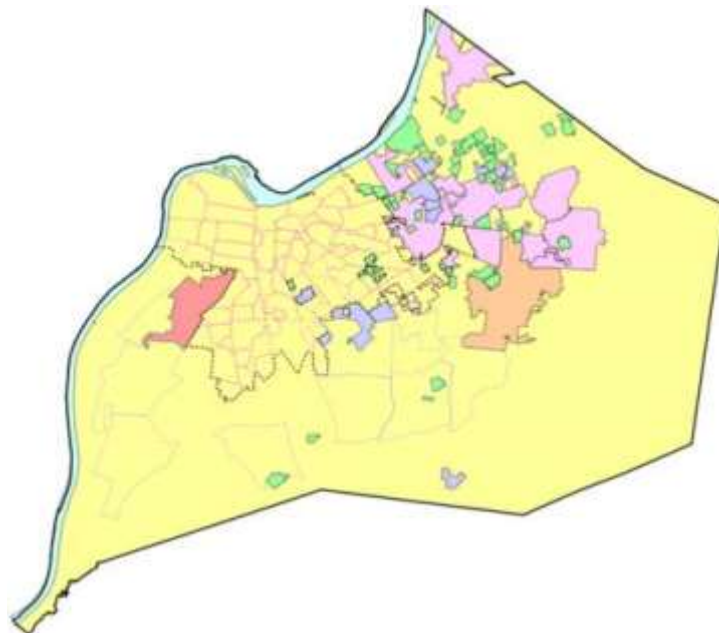
Think about that for a minute, its 1919 your living in a fast growing community (St. Matthews). Many new homes and businesses are being built all the time, plenty of fields and crops all around, motor vehicles, trains, and people, but no fire protection.

Jefferson County Kentucky at the time had a population of about 286,369, Kentucky's one big city Louisville had a population of about 227,928 and it did have a fire department and was a neighbor of St. Matthews. Other departments in the County consisted of Anchorage (would not leave their area), Jeffersontown, PeeWee Valley and St. Hellen's along with Camp Zachary Taylor (military post). That was the fire protection available at that time in Jefferson County.



State of Kentucky

Courtesy—<http://www.digital-topo-maps.com/county-map/kentucky.shtml>



Jefferson County Kentucky

Courtesy—http://wapedia.mobi/en/Jefferson_County,_Kentucky

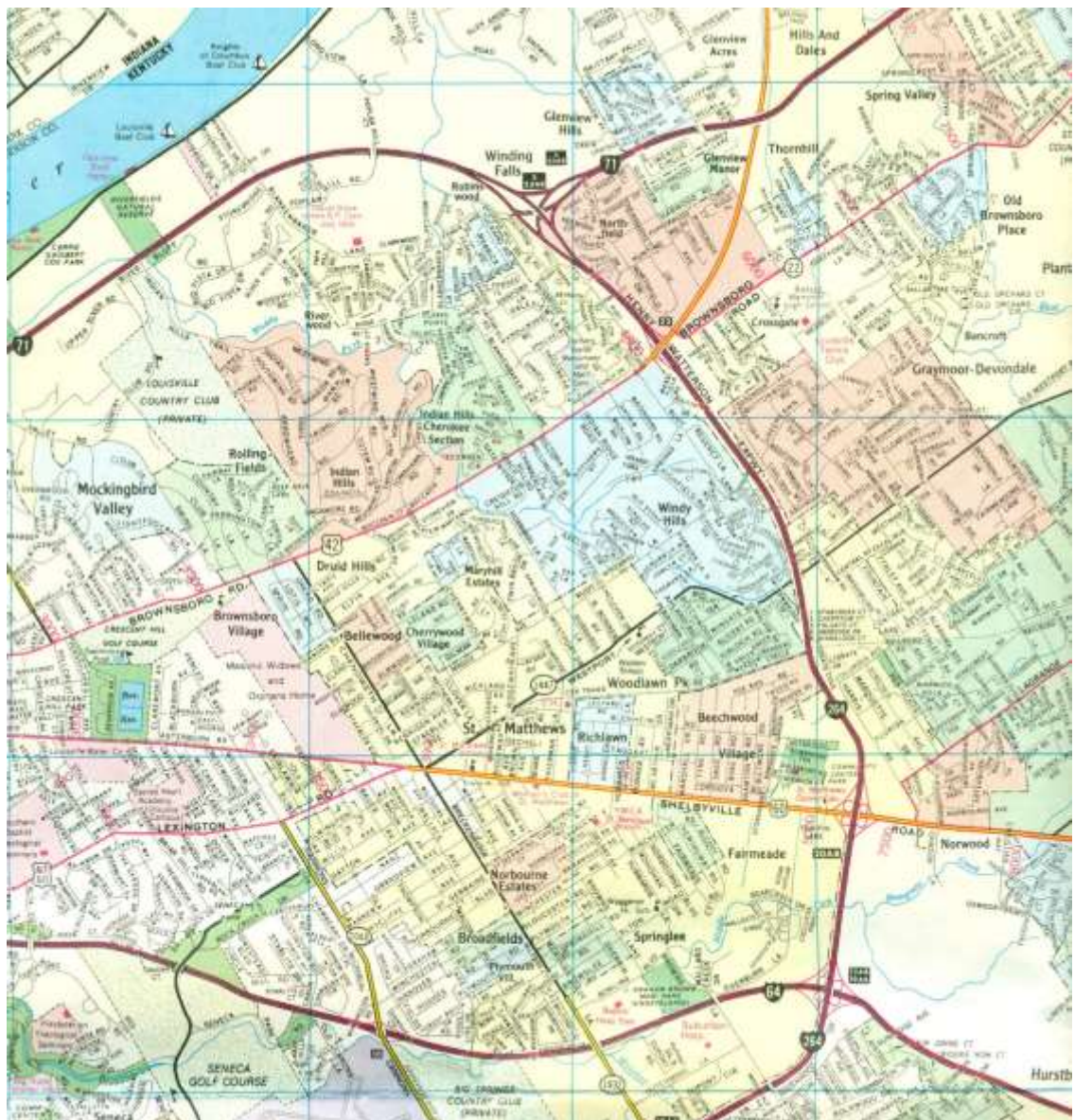
Finally a small group of citizens in St. Matthew's Kentucky formerly Gilman's Point decided they had to have a fire department. June 11, 1919 they formed the St. Matthews Voluntary Fire Association. Today that fire department is one of the best run and well know fire departments in the community.

The following will be a history of the St. Matthews Fire Department including all the people, places, apparatus and fire houses. It will also cover much of the history of the community itself and how the community grew and prospered focusing on the business community which brought much of the growth.

When the department started Jefferson County had a population of 286,369 in 2008 it is about 750,000, quite a growth. St. Matthews was very small in 1919 by 2008 the City of St. Matthews had a population of about 18,709 but the St. Matthews Fire District has a larger area than that and the population would be way over that amount.

Chief John M. Monohan, Jr., Chief from 1941 to 1977 said when he retired — “Steady growth. That’s been the biggest accomplishment of this department. We’ve tried to grow faster than the community so we can provide adequate fire protection at all times.” The department has succeeded in this but as you will see it has quite a story to do it.

1989/AAA



Before STMFD

Courtesy http://www.louisvilleky.gov/LouisvilleFire/LFD_History_Full_Text.htm

Edited

Louisville Fire Department: The history of Louisville's Fire Department begins in 1780; only two years after the city came into existence. Having begun with a mere handful of settlers Louisville soon recognized its need for fire protection. Accordingly, the first fire brigade was initiated in 1780 in order to meet the demands of a growing population. Records provide no evidence of major blazes at this time; indeed, the city had scarcely developed past the possibility of minor fires involving little damage of property. Nevertheless, our ever-practical ancestors realized that threat of fires goes hand in hand with a City's development, and these same practical people were ever prepared to meet the challenge.

Dramatic change in equipment was promptly followed by dramatic change in fire personnel. On the evening of May 27, 1858, the General Council organized the Steam Engine Fire Department of Louisville, to be effective June 1, 1858. The Division of Fire consisted of three fire stations: #1 at Preston and Jefferson; #2 on Jefferson Street between Sixth and Seventh; and #3 on Main above Shelby Street. A. Y. Johnson (a member of the mechanics company) was appointed Louisville's First Fire chief, and his responsibility, with the aid of 65 men, 23 horses and 5 newly purchased steam engines, was to provide fire protection for the 70,000 inhabitants of the city. The first official fire run was on July 2, 1858 to the home of a Mr. Waters, on Campbell Street between Main and Creek Street. The fire damage was estimated at \$500.00 and the cause was incendiary. The newly formed Fire Department answered 6 alarms the first month and 2 of them were false.

During the first 10 years of the 20th century, the Department fought 212 multiple alarm fires, and eleven men died in the line of duty.

In the next ten years, the Department showed great progress. Under the leadership of Chief Timothy Leham (1910-17), who replaced Ben Dillion killed in an accident while answering a call, Louisville's first training school was established for the City's firemen. Leham had visited New York City, and attended seven weeks of training himself. Upon his return he stated: "A man, before being appointed to the New York Fire Department, is forced to attend the school for firemen. There they teach him the tricks of the trade, how to hoist ladders, stretch hose, manage life nets, and in short, everything a fireman needs to know. In Louisville, our firemen are forced to acquire this knowledge by experience. And, of course, being new, they are not as good at the work as those who have had the benefit of experience." The Chief wasted no time in taking action. The training school was begun in 1919, and the first twenty-three graduates were honored on May 3, 1920. A small frame tower was constructed adjacent to Engine Company Number 17 at 1824 West Garland Avenue, its purpose to allow training under simulated conditions. Other developments included the arrival of the first motorized hook and ladder truck in 1915, and the establishment of the Fire Prevention Bureau in 1920 (during the years of Chief A. Neuenschwander, 1917-24).

In 1917, when Chief A. Neuenschwander took office, he faced a real shortage of manpower, due to the demands of the First World War. The depleted ranks were further weakened by a wave of disciplinary dismissals, many involving drinking. Many had obviously decided not to jump on the Prohibition bandwagon, but any fireman caught drinking on duty was dismissed immediately. (This problem continued until the 30's when Joseph Seligman, chairman of the Board, finally said, "We're going to have sober fireman, or none at all!") Other infractions included insubordination, careless driving, sending the wrong engine to a location, neglect of duty and making misruns. Not all infractions merited dismissal, however. Failure to report to duty after a layoff cost a fireman one day's pay. The personnel were also fined (even occasionally discharged) if their conduct was deemed unbecoming, such as cursing a fellow member or showing disrespect to a superior officer.

This was a trying time for the Department. The City had 263 multiple alarm fires in the ten-year period, but in line of duty deaths claimed only two firemen. This period of history, 1910, 1920, holds the record for the most multiple alarm fires.

March 28, 1921 proved to be a very gloomy Easter Sunday when a blaze broke out at the Louisville Food Products Company Plant at Shelby Street and Ormsby Avenue. The first alarm was sounded at 1:45 P.M., while flames enveloped the interior of the plant. Fifteen minutes later, the front wall and floor crumbled. Loss was placed between \$120,000 and \$150,000. 1922 proved to be once again a difficult time for Falls City Hall, located at 1124 West Market Street. The building caught on fire for the eighth time in two years on June 12. The fire was in an open locker on the third floor, where old paraphernalia was found in flames. It is believed a man disguised as a fire inspector started the fire. The next two years (23 & 24) saw a million dollars worth of damage in fires. Louisville's first 4-alarm fire broke out at Hughes Lumber Company, located at 14th and Maple Streets.

In October of 1921, the first Louisville Fire Prevention Day was observed, which later would become Fire Prevention Week. It is now annually held on or near the anniversary of the Great Chicago Fire of 1871.

On October 3, 1922, the first meeting of Fire Chief's was held in Kentucky. It became an annual event, which even had its own "program" printed. In August of the following year, two pumpers were purchased, and in the same month the Rescue Company was equipped with lifesaving apparatus, which was taken to every fire.

On December 14, 1923, Louisville had its first black Fire Company. Eight black firemen comprised the staff of Engine Company No. 8, under the leadership of Captain Jim F. McArthy, known to his fellow firemen as "Big Jim". A second black Company soon followed. It was Engine Company No. 9 located in the 600 block of Lampton, called the Five Brother's Home.

The major goal of the Department at this time was to be completely motorized (five horse-drawn engines remained.) Finally, under the direction of Louisville's thirteenth Fire Chief, Alex Bache (1924-1927), the dream was realized. On March 17, 1925, horse-drawn equipment became obsolete when motorized vehicles replaced the last horse team. A team from "Big Jim's" No. 8 Engine Company was the last to see active duty, and when put to pasture, Louisville witnessed the passing of an admittedly outdated, but certainly glorious, era.

The first of two major fires in 1926 involved the Louisville Bedding Company. Damage incurred was \$250,000, and twenty-five firemen were injured. The Drug Sundries Company was the scene of the second fire, on December 29, during which two firemen slid from an ice-coated roof to their deaths. Captain William A. "Bud" Fischer, Assistant Chief of the Fire Department, died on the scene from a crushed skull. Private Charles A. Webb, from the No. 6 Engine Company, died on the way, to the hospital, also from skull injury. The losses to the Drug Sundries Company were estimated at \$85,000.

Before STMFD

Courtesy http://www.louisvilleky.gov/LouisvilleFire/LFD_History_Full_Text.htm

Edited

In 1927, Chief Edward McHugh ruled briefly, followed by J. H. Adams, 1927-1934. It was during Adam's reign that Rescue No. 1 was created, a Blood Transfusion Squad. Trained men from the Department manned the high-powered automobile truck. It had a Pulmotor and a means for giving first aid to accident victims with the help of a physician who was always on call. The Rescue Squad brought much needed aid to many of the fires.

The first few months of 1929 kept the Louisville Firemen busy. January twenty-third saw a fire quickly gut the VanCamp Packing Company at 1303 South Shelby. Although quickly brought under control, the fire, caused by bad wiring, managed to cause \$50,000 worth of damage. On the twenty-eighth of the same month, a two-alarm fire was sounded at Churchill Downs. The fire started in a dining hall and advanced to two nearby stables, but firemen quickly contained the fire. On February second, the Buffin Decorating Company, located at 120 North 4th Street, was gutted by fire. Because of the highly flammable material that comprised the stock and the biting cold, the fire was one of the most difficult to fight. An estimated \$75,000 worth of material was destroyed and fifteen firemen suffered frozen hands.

August 25, 1929 saw special recognition given to Captain "Windy" Newhall, the oldest member, both in age and service, of "the Fire Department at that time. Born in 1866, Newhall was only 10 when he began his "career" in the Department, as a mascot. In 1876, whenever Charles Newhall wished to accompany firemen who were on their way to a fire, he found it necessary to "sneak a ride" in a "dinky," a small, two-wheeled trailer attached to the rear of the fire engine that was loaded with firewood. His nickname "Windy" is not a reference to wordy inclination", it was a tribute to his speed. In 1890 Major Edward Hughes, Chief of the Fire Department, encountered Newhall running at top speed to the Robinson Brothers Hardware Company Fire. "Why are you running like the wind?" Major Hughes asked, as Newhall darted by. "Because I can't fly!" he shouted, and continued running. Hughes immediately nicknamed him "Windy" and the name stuck.

Captain Newhall joined his father's engine company in 1888 and served in every capacity of the Fire Department except Chief and Assistant Chief. By 1929, riding in the "dinky" had given way to Battalion Chief of the Fourth District and C. M. Newhall was being escorted to fires in a high-powered roadster.

Fireman John Malick lost his life while combating a blaze at Jacobs Shoe Company on South 4th on the 23rd of April. The origin of the blaze was unknown, but damage topped \$75,000 and twelve other firefighters were overcome by smoke. September brought another tragic accident involving a streetcar and fire engine on the seventeenth, the big pumper of the No. 6 Engine company, answering a false alarm, crashed into the end of a streetcar killing Lee M. McGee, a young fireman.

The year 1929, a time when a Chief's pay was a mere \$4,000, perhaps an indication that dedication and pride were still the major motivators in Louisville firemen, was also a time of change. An elaborate electrical switchboard replaced the "fire tower". It greatly increased the speed of the Department, as explained by superintendent T. W. Rutherford.

A pull on a lever in an alarm box anywhere in town showed up on a board with a light, at the same time sending a signal and printing the number of the box on a slip of paper. The operator on duty could then set the number on an automatic transmitter and alert every engine house, hook and ladder company, Salvage Corps, all police stations, the Gas and Electric Co., and the Newspaper Office.

This decade (1920-1930) claimed the lives of eleven firefighters; also the Division recorded 245 multiple alarm fires. Louisville fire department displaying motorized equipment, at Louisville riverfront. C. F. Metsker's father Clarence F. Metsker is standing next to second truck from left with sign, "American La France Reserve Truck,; He's man standing on the right. 1923. w1990ph2.14JEF11a.jpg



Kentucky Historical Society

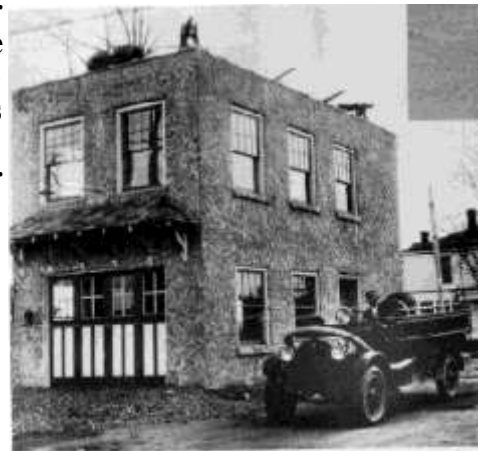
Before STMFD

Area Covered, Who Was First: The area the St. Matthews Volunteer Fire Department covered was “the St. Matthews Area” and surrounding area that had no protection. There are discrepancies as to when the various “fire departments” started. Many reports say in them that St. Matthews had the first volunteer fire department. Other reports mention other departments. As far as area lets say they covered from the east end of Louisville to the east when they were needed. As to whether or not they were the first department, you be the judge.

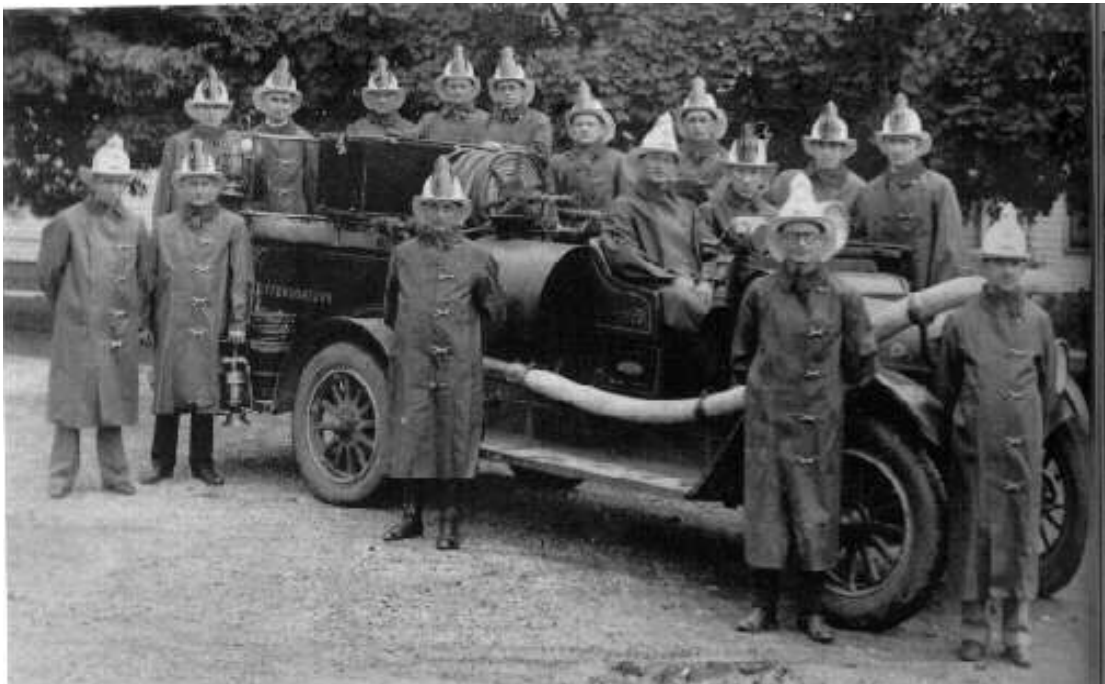
HISTORY OF JEFFERSONTOWN DEPARTMENT (From their Web Site, (11/2009)

By the early 1900's, Jeffersontown was a thriving country village with a variety of businesses and sprawling developments. In the community spirit, a group of concerned citizens banded together to provide fire protection for their friends and neighbors, giving birth to the Jeffersontown Fire Department in 1919. It has been argued that the history of the department goes back further than 1919, however this claim is difficult at best to prove. As you progress through the pages, you will take a brief historical journey through our department's history.

This interesting stucco and frame structure, completed in late 1926 on the southeast corner of the town square, housed the city government on the second floor and the fire department on the first. Members of the fire department placed the towns fire siren on the roof, along with World War I machine guns and field pieces.



The Municipal Building



Before STMFD

Anchorage Fire Department: The department started July 14, 1911, as a volunteer department with about 8 men. They had a hand pulled cart with hose and a ladder. In the early 1920s they got a Model T. Ford and in 1924 they bought a Reo pumper and went to a paid department. (These were paid Anchorage policemen and volunteers) In 1945 they bought a Ford pumper from Middletown.

From Anchorage Web Site (2009), The fire department was established in July 14, 1911 by Chief Eugene J. Straus and a group of volunteer firefighters. Over the years a number of changes have been made to both the service and the way we fight fires. Dedication and pride however are still the key ingredients to the success of the department.

In the late seventies several citizens noted that the established EMS services in the area did not meet the needs of Anchorage since response times were sometime more than thirty minutes due to distance, traffic and the number of ambulances available at the time. Together the citizens rallied to get a certificate of need from the state to create their own ambulance district. Now an Anchorage citizen can get medical assistance in four of five minutes.

The fire department covers a small four square mile area in eastern Jefferson County while the EMS service normally will respond to anything east of I-64. The department has 23 paid members, each working 24 hour shifts (one day on, two days off).

Pewee Valley Fire Department: It appears there were several attempts to start a fire department in the early 1900s but all failed. They had bucket brigades and even bought some Soda Acid extinguishers which were kept at the local blacksmith shop for the use by the townspeople. Today they feel they were organized in 1929.

It wasn't until January 4, 1916 that the town council decided to buy a fire truck. The truck being ordered, in January of 1917 the fire department was duly formed with Ed Baumister being appointed chief along with 16 firefighters. No formal training was set up at this time.

From Pewee Valley Web Site (2009) In 1929, The Pewee Valley Fire Protection District began safeguarding the life and property of its citizens and neighbors by extinguishing fire whenever reported. Four firefighters founded the department in a 25' x 30' building adjacent to City Hall in the heart of Pewee Valley. After experiencing growing pains from increased census, two additional bays were added in 1974 to accommodate the new needs the district demanded. And, as a result of the dedication of its many members and the increasingly strong need for emergency service personnel, in 2000 the Pewee Valley Fire Protection District relocated to our new facility located at 8607 Foley Avenue behind the PNC Bank off of Highway 146.

Courtesy <http://www.shivelyky.org/fire.htm>

Shively Fire Department/St. Helen's: The Shively Fire Department as now known, was established in early 1918 as the **St. Helen's Volunteer Fire Department** and carried that name until the City of Shively was incorporated in 1938.

With a recorded 196 members, the St. Helens Volunteer Fire Department was housed at the Home for the Aged and Infirm, located on property that is now the Southland Terrace Shopping Center. The first outfitting for the Fire Department was a horse drawn engine capable of pumping 650 gallons per minute and carrying 800 feet of hose plus other assorted tools needed for firefighting.

With the incorporation of the City in 1938, the Fire Department was renamed the Shively Fire Department. A full time chief and two firemen were hired to provide around the clock watch at the station, and were supplemented by approximately 35 citizens as volunteers.

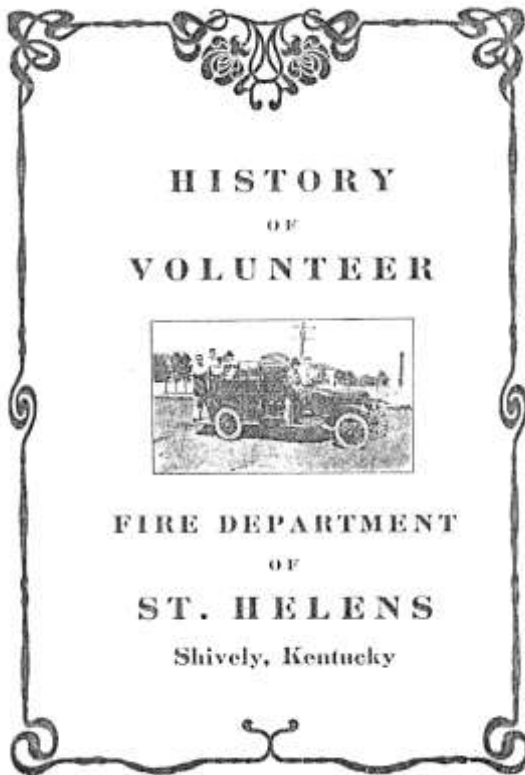
The Shively Fire Department received their Union Charter on September 06, 1965. As of present day the department has three full time crews, which work twenty-four hour shifts. The staffing consists of a full-time chief, Wendell Vincent, a Fire Inspector, Mark Lafollette, three captains, six sergeants, and nine firefighters.

The fire and police departments today are housed at 1800 Park Road, which was dedicated in October of 1999. In the apparatus bay there is a 2001 Seagrave 75' Aerial Ladder truck which carries a 1500 gallon per minute pump, a 1995 KME Engine with a 1250 gallon per minute pump and a 1973 Mack Fire Engine with a 1000 gallon per minute pump. Other vehicles in our fleet are a 2002 Crown Victoria, 2008 Ford Explorer and a 2007 F150 Ford utility vehicle. We also have on hand for parade use the very first fire truck Shively purchased, a 1938 Ahrens Fox.

Home for the aged and Infirm, Shively, Kentucky 1923.
University of Louisville, digital library, ULPA
1994.18.0368



Courtesy Kyle L. Brown, Booklet—St. Helens:



Officers of Volunteer Fire Department



History of Volunteer Fire Department

The St. Helens Volunteer Fire Department is the result of many years of effort on the part of the residents of this vicinity. Early in 1918 efforts were again made to secure apparatus suitable to protect the many homes and valuable property that had been erected in the immediate neighborhood, but failure to get direct action again resulted—this in spite of the fact that the Board of Public Safety of the City of Louisville offered to contribute one-half of the cost of suitable apparatus and to provide a place to house it.



Truck of St. Helens Volunteer Fire Department.
Shown in the Picture Left in Right are:
DR. J. B. R. COOPER, VICE-PRESIDENT; F. N. ALLGIER,
SECRETARY; THOMAS H. DUBES, PRESIDENT.

History of Volunteer Fire Department—Continued

The Home for Aged and Infirm of the City of Louisville is located here and the Board of Safety seeing no way to get the co-operation they sought, finally placed an entire outfit at the Home. This outfit consisted of a steam engine capable of pumping 650 gallons of water a minute; a wagon carrying 800 feet of 2½-inch hose, a 50-gallon chemical tank with 250 feet of chemical hose, axes, poles, tools, and all else needed to make the outfit a complete one. Both the engine and wagon were horse-drawn.

Part of the old boiler room at the Home was changed over and rebuilt so they could be properly housed, and shortly after their being installed a meeting of all the citizens and householders within a distance of two miles

History of Volunteer Fire Department—Continued

of St. Helens was called and the meeting held at Father Pifer's School House.

At this meeting the St. Helens Volunteer Fire Department was formally organized. The Superintendent of the Home for Aged and Infirm, acting under instructions of Mayor George Weissinger Smith and the Board of Public Safety of the City of Louisville, Lewis V. Johnson, chairman; Geo. M. H. Thatcher and Joseph Seligman, formally tendered the use of the outfit to the citizens of St. Helens as protection against fire.

At this meeting the following were elected officers:

President, Frank Angermeyer
Vice President, Dr. J. B. R. Cooper
Secretary, Chester Diering
Treasurer, F. N. Allgier
Chief of Department, Thomas Young
Assistant Chief, Henry Dubes

Various committees were also appointed on Rules, Ways and Means, etc.

Since that time meetings have been held at least once a month, usually at the Commercial Club.

Shortly after the formal organization of the Fire Department the need of something for an Alarm Signal was felt and, after due consideration, a Double Siren run by a three-horse electric motor was purchased and erected on top of the Home for Aged and Infirm; a 24-foot regulation extension ladder

Before STMFD

Courtesy Kyle L. Brown, Booklet—St. Helens:

History of Volunteer Fire Department--Continued

and a 12-foot scaling ladder with folding hooks were also bought by the Department.

The first fire at which the apparatus was called into use occurred on July 29, 1918. The old Shively residence caught fire about 2:30 p. m. While the house was completely destroyed it was through the fault of the tenants of the property in not calling the Department soon enough. However, the work they did was beyond criticism and they not only conquered the fire but saved many hundreds of dollars worth of property surrounding the place where the fire originated. Since that time they have been called on many occasions and have gone long distances out of their district to render aid, and on three occasions have gone into the city to assist the City's Fire Department.

Shortly after the organization of the Fire Department, Thomas Yount, Chief of the Department, resigned to accept a position at Camp Knox, and Henry Huber was elected in his place. Mr. Huber is the present Chief.

Early in 1922 discussion arose in regard to the motorizing of the truck used by the Department and the matter was referred to a committee. The outcome of this was the purchasing of a one-ton Ford chassis and the building on this of a body suitable for the purposes needed. Within a short time this was finished, and after transferring all that could be used of the old truck, the Department equipped the new truck with four hand extinguishers, a siren and a search light—making it one of the most complete pieces of fire-fighting apparatus in any part of the State outside the larger cities. Tests are now being made to find a suitable motor to take the place of the horses for quickly moving the engine.



Steam Engine of St. Helens Volunteer Fire Department

Shown in Picture Left to Right are:

WILLIAM BIBELHAUSER, Foreman, JOHN P. TRITZ, Engineer

WILLIAM CUMMINGS, Driver

Members

Alex Antonini	J. R. Bolton
W. Abel	E. W. Brann
Wm. Antle	A. F. Bachmann
F. Allford	N. Bibelhauser
M. Allford	Bibelhauser Bros.
G. Atterberry	C. P. Barnes
C. J. Arnz	H. B. Barnett
F. Angeneier	H. M. Bledsoe
F. Allgeier	Wm. Brehm
Dr. M. S. Allen	F. B. Calvin
J. Beckel	Dr. J. B. R. Cooper
A. H. Bachmann	Ed Cody
M. Brumleve	Oscar Cottner
J. Bibelhauser	J. Dubourg
R. L. Byron	Bud Dubourg
R. Burnett	A. Drury
C. F. Becker	Jos. Dawson
Elmer Brown	H. C. Diersing
W. H. Brink	R. L. Dubourg
F. B. Bennett	Otto Brabant

T. C. Caumissar & Sons
Mrs. Emma Diersing
Miss Minnie Diersing
Adam N. DeGott, Jr.
Max M. K. Diersing
Enterprise Coal & Ice Co.

COMPLIMENTS

OF

NORTON & CURD Co.

Blacksmiths and Hardware Truck Bodies Built

Phones Pleasant Ridge KY

ST. HELEN'S GARAGE

Henry Huber, Proprietor

First Class Automobile Repairing

TIRES and ACCESSORIES

FORKS 716 and 1916 ST. ROAD SHIVELY, KY.

WERE ALWAYS
WITH YOU

**LOUISVILLE
WOOLEN MILL'S**

Courtesy <https://historiclouisville.weebly.com/east-some-suburbs.html#PhotoSwipe1536980957473>

1900



Circa 1900 - Frankfort Road, St. Matthews, with Val Fischer's Grocery and Tavern in foreground

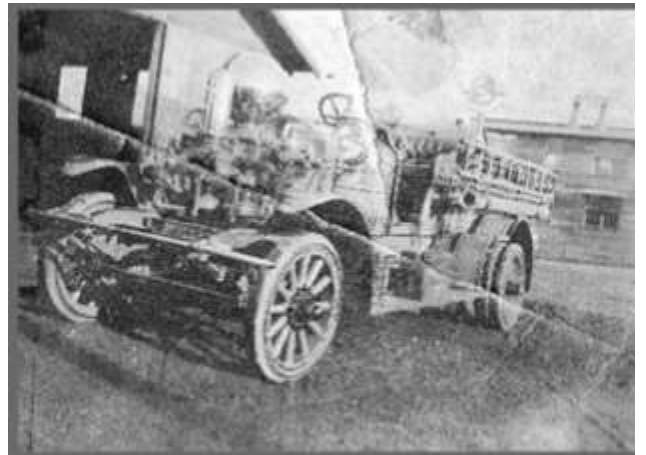
Before STMFD

Camp Zachary Taylor—Fire Department

Camp Zachary Taylor existed from 1917 to 1919 and very early 1920 while it was disband. It had 6 fire stations during its time. We do not know if it was allowed to fight fires off of the “reservation” or not.

Courtesy <http://www.firetrucks-atwar.com/models.html>

The following photos were sent in by Jim Mauch and show the military firefighters and equipment at Camp Taylor, Fire Truck and Hose Company # 309. Jim's grandfather, Levi Ferguson was a member of the fire department at Camp Taylor and can be seen at the wheel of the 1917 Ford-Howe pictured directly above. That photo was taken in Nov 1917.



Before STMFD

Camp Zachary Taylor—Fire Department

Courtesy <http://www.firetrucks-atwar.com/models.html>—Courtesy Ott Mock, Camp Taylor Fire District:



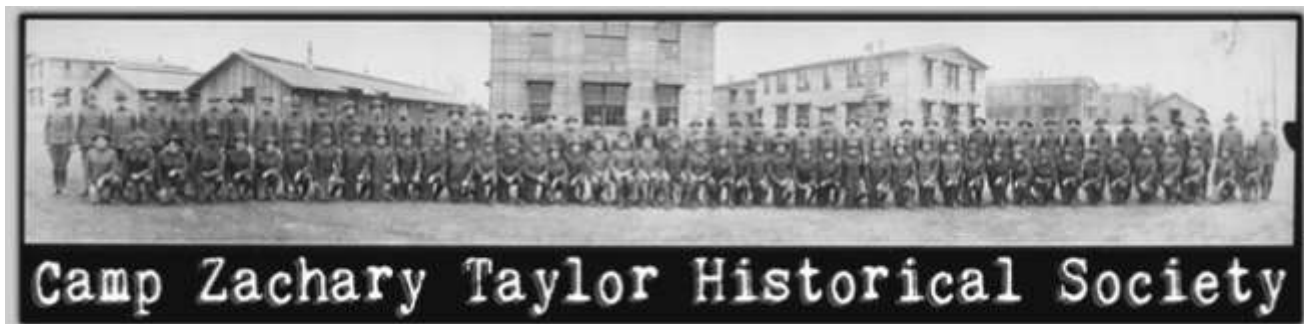
**Twin 1918 Ahrens Fox K-4 750 gpm pumpers
from Camp Taylor, KY**

Camp Zachary Taylor Fire Department, 1918

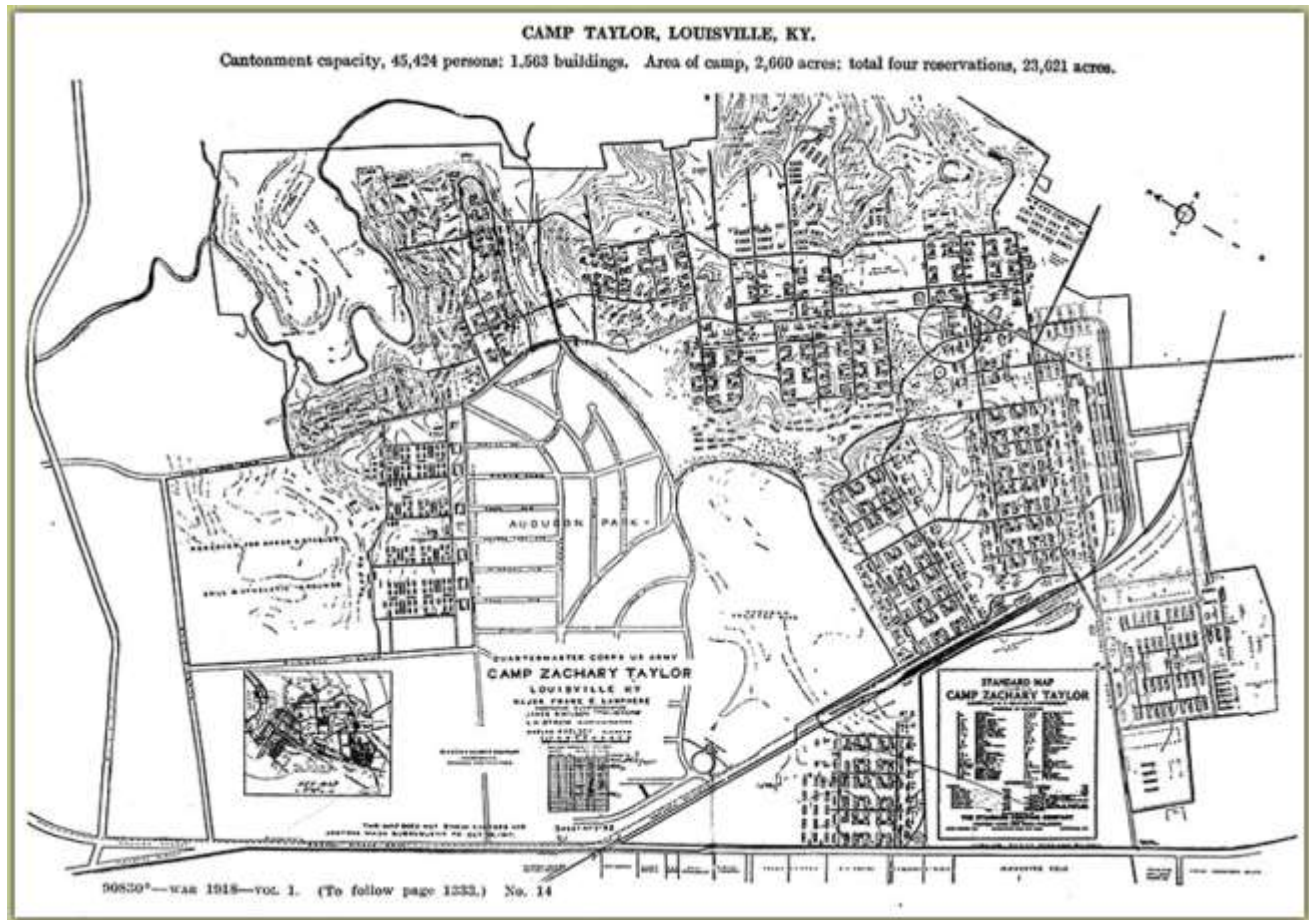


Camp Zachary Taylor Fire Department, 1918

Courtesy <http://camptaylorhistorical.org/history/>



Camp Zachary Taylor—Fire Department



Courtesy <http://camptaylorhistorical.org/map/>

The camp, which consisted of four major sites covered 3,376 acres. The main camp was about five miles south of Louisville's main business district. In 1917, all of the property was rolling farm land. Most of it was clear pasture, with standing trees and some lightly wooded area's. Most of it was high ground, which offered good drainage and firm soil.

The camp boundaries were from Beargrass Creek to the east. This area is now occupied by the Louisville Zoo and Joe Creason Park. The now defunct Louisville Crush Stone Co. at the east end of Taylor Avenue was the location of one of the three original quarries on the site for the mining of limestone for use in the making of concrete and asphalt for latrine floors and roadways. The boundary continued northward along Illinois avenue to Poplar Level Road. It continued north on Poplar Level to Thruston Lane and traveled west to Pindell. It then traveled south to Hess Lane and then west to Preston Street. From there it traveled south to Durrett Lane and back east to Poplar Level Road.

Before STMFD

The Railroad played an important part in the fire department history from supplying many Board members on STMFD, to blocking response to areas in the district, to crashes involving people and vehicles to starting many fires along the tracks, etc. etc. Here is just a brief history of the Railroad in St. Matthews

The Voice-Jeffersonian, April 9, 1970: L & N, an old, valued friend of St. Matthews, by E. R. Thomas L & N Public Relations

Construction of the first railroad track through what is now the city of St. Matthews was begun in 1847. This new line, to connect Louisville and Frankfort, was completed four years later, September 8, 1851. Trains began running between the cities via the St. Matthews area, which in those days, as it was for many years to come, was vast, fertile farmland.

Within a period of 21 years, the span of time that now constitutes the area of *The Voice-Jeffersonian*, the Civil war had been fought, and the railroad had come of age. Other lines had been built, and the Louisville & Frankfort had become a part of a longer railroad, the Louisville, Cincinnati & Lexington. Two years later, June 28, 1869, the road was opened between Cincinnati and LaGrange. Known as The Short Line, this section of track enabled through trains to run between Louisville and Covington for the first time.

It wasn't until 1881 that the Louisville & Nashville Railroad entered the transportation picture of St. Matthews. That year it acquired the financially tottering LC & L on the auction block. The L & N has been a part of the city's growth ever since.

Today, the L & N Railroad is one of the leading rail transportation systems in the nation. It comprises almost 6,000 miles of main line with 9,000 miles of track in 13 states. It is still in the process of enlarging its system, and most recently acquired the 287-mile Evansville—Chicago segment of the Chicago & Eastern Illinois Railroad to give it entry into the Windy City. The L & N now links the Great Lakes to the Gulf of Mexico through single-line service for the first time. Plans are under way to merge the Monon Railroad into the system to provide a Louisville-Chicago connection within the near future.

Employs 15,000: During a 24-hour period, L & N trains travel approximately 36,000 miles. There are 15,000 L & N employees and the equipment they operate includes 850 diesel locomotives and 58,000 freight cars.

The L & N is a Kentucky corporation and the home office has always been in Louisville. The railroad's assets total more than a billion dollars, a figure reached in 1968 for the first time.

In *Forbes* magazine's most recent survey of the transportation industry, published in January, 1970, the L & N ranked fifth in five year annual earnings per share growth; 10th in five year return on total capital, and 11th in five year return on equity.

More than 5,000 of the total freight cars owned by the L & N are tailored for specific uses. Among them are open top hopper cars of 7,000 cubic foot capacity for hauling wood chips; 1-00-ton capacity "Big Blue" covered hoppers with full length trough hatches for fast handling of grain and "hi-cube" box-cars measuring 86 feet inside and extending 17 feet above the rails. The latter accommodate about 10,000 cubic feet of cargo for hauling automobile parts and stampings.

In addition to the movement of freight via the conventional methods, the L & N continues to set expansion records with its TOFC (trailer- on - flatcar, often called piggyback) traffic and containerization. Loading and unloading has been simplified by utilization of giant mobile gantry cranes and other maneuverable, self-propelled devices that lift entire trailers on and off flatcars.

New techniques: One of the most dramatic changes in the movement of freight by rail, a method undreamed of when the fledgling Louisville & Frankfort rails were first laid through St. Matthews, has been that of hauling new motor vehicles. Moving aboard 85-foot multi-deck rack cars, automobiles are now being rapidly hauled from assembly line to distribution points by the trainload. The L & N maintains automobile handling terminals at several points on its system. One, at Atlanta, Ga., is the largest such facility operated by a U. S. railroad.

The unit train, long in use by the L & N to transport, coal, is designed especially to transport bulk commodities in volume. The railroad maintains facilities that permit quick loading and unloading of the unit train, and quantities up to 10,000 tons per trainload are not unusual. Fast emptying hopper cars are equipped with devices that automatically open the doors, and permits unloading of an entire train of 72 cars or more in less than 15 minutes.

The L & N also utilizes numerous innovations in the electronics field — television, radio, microwave, to name a few - in order to provide the best possible service for its customers. It was one of the first railroads to make extensive use of computers and now uses these electronic brains to expedite traffic and many other operational phases of railroading.



Before STMFD

Courtesy Jim Herron Collection: Waggener Class of 1960:

L & N St. Matthews Station by Jim Herron (60)

The L&N St. Matthews Station was at the corner of Chenoweth Lane and Westport Road. It was a small wood building and most trains passed right by. However, L&N trains 19 and 20, the "Blue Grass Local" from Louisville to Lexington and trains 101 and 104, a local to and from Cincinnati, did stop there. Both were discontinued by 1954.

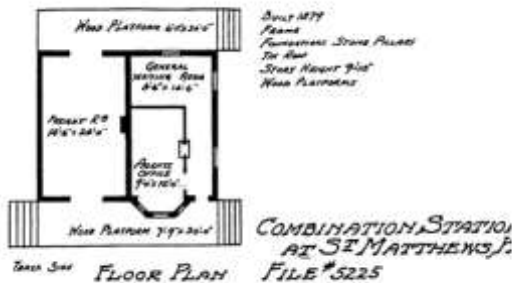
I used to ride the Lexington train once or twice a year just for the fun of it. One of the conductors, Les Sandidge, alternated between the Lexington train and the Humming Bird, one of L&N's finest trains. He was very well liked by folks along the line and took candy to hand out to kids at the many stops the train made and often bought eggs and vegetables from farmers who showed up to meet the train. It made 23 stops before reaching Lexington, leaving Louisville Union Station at 7:55 AM and arriving at Lexington at 10:45 AM. Returning, it left Lexington at 4:55 PM and arrived in Louisville at 7:50 PM. I last rode it a few days before it's last run and I think Dan Schmitz (60) was with me and we boarded it at St. Matthews.

During WWII, the station saw a lot more activity with several more trains stopping each day. The St. Matthews depot agent also handled freight shipments that were loaded or unloaded on a track along Westport Road.

In my early years we lived on Staebler Ave and I had a direct view of the station from the back of our house. I used to go over there and watch the agent going about his business. He showed me a lot of things about the railroad and put up with me. There was old derelict boxcar in the field between the station and our house and we'd occasionally fly kites from there, even climbing up on the roof of the boxcar to do it.

The depot was torn down in the mid to late 1960's. If you go to the tracks there, you can still see parts of the asphalt platform where passengers got on or off the trains. Strangely, I never took any pictures of the station and I've never seen a good one from anyone else, only scenes where it's in the background.

Jim Herron



St. Matthews depot floor plan, built in 1879, the depot was only 420 square feet. The plan is from L&N files. track platform later replaced by asphalt.



The Bluegrass Local—1,
The Bluegrass Local—2,
Steam freights at
St. Matthews



St. Matthews depot



St. Matthews depot, reconstructed in Photoshop

Before STMFD

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

Louisville Transit History

NOTE: Interurban & Trains, were a major part of St. Matthews history also. They brought lots of people to the region. Though we have no records of “fires” involving the line, you can bet with tracks going right up the main corridaor and the additional people it also brought problems for STMFD as well as progress.

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.

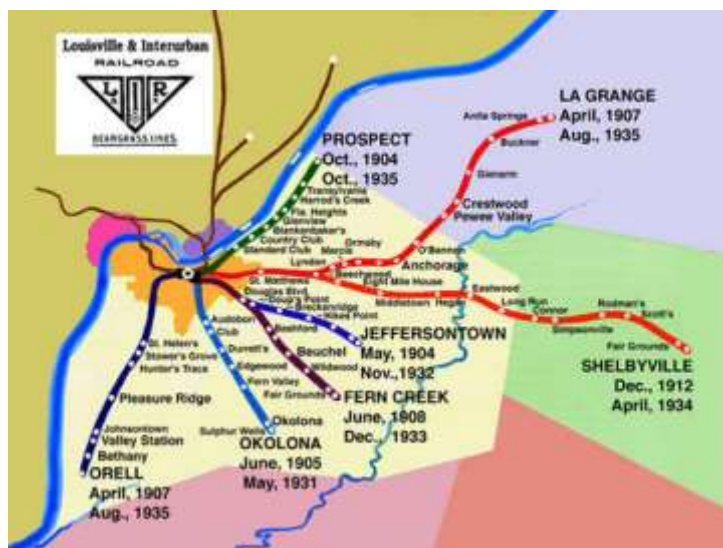
1935 - Interurban line to La Grange abandoned, replacement bus service operated by Chaudoin Bus Lines. Interurban line to Prospect abandoned, replaced with Paxton Bus Line route. After World War II, Paxton Bus Line would be succeeded by Goebel's Bus Line, and later Prospect Bus Line. Interurban line 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 routes by Jim Herron, who developed Streetcars or River City, Louisville's Streetcars & Suburban Electric Railways.



Before STMFD

Courtesy Jim Herron, Waggener Class (60) & *St. Matthews The Crossroads of Beargrass, 1999*, by Samuel W. Thomas.

Interurban & Trains



St. Matthews Interurban tracks



L & E Interurban Car



St. Matthews Interurban tracks



Green Street Car

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.

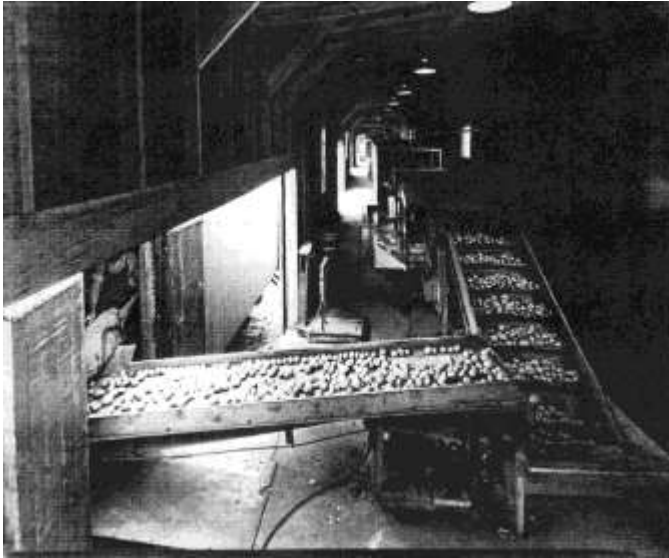


This painting shows train 20 arriving at St. Matthews, a Louisville suburb just 9 miles out from Louisville Union Station. This was a flag stop where the train arrived at 7:59 AM. My parents lived in a house across an open field to the right of this scene and we had an open view of trains passing the 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

Before STMFD

Courtesy *St. Matthews makes its bow*, 1938, by James Speed & *St. Matthews The Crossroads of Beargrass*, 1999, Samuel W. Thomas.

St. Matthews Produce Exchange & Marshall Planing Mill



Courtesy Ekstrom Library, University of Louisville, CSO 217313, St. Matthews Produce or Planing Mill, un-dated.

Courtesy Ekstrom Library, University of Louisville, CSO 217310, St. Matthews Produce, updated.



St. Matthews Produce Exchange



Courtesy *St. Matthews The Crossroads of Beargrass*, 1999, Samuel W. Thomas, Potato harvesting, July 1940, by Marion Post Wolcott, USF34-55226-D Farm Security Administration, Library of Congress



Courtesy *St. Matthews The Crossroads of Beargrass*, 1999, Samuel W. Thomas, 100-lb sacks of Kentucky Winner Potatoes from St. Matthews being unloaded at Louisville Haymarket in 1943. Thomas, *Louisville Since The Twenties*, 135.

Before STMFD

Courtesy *St. Matthews makes its bow*, 1938, by James Speed & *St. Matthews The Crossroads of Beargrass*, 1999, Samuel W. Thomas.

St. Matthews Produce Exchange & Marshall Planing Mill

The Produce and Planing Mill brought lots of business to the St. Matthews area as well helped in the expansion of the area.

IN 1910 the St. Matthews Produce Exchange, a stock company composed of farmers and gardeners, was organized. It was a definite effort to sell potatoes and onions cooperatively for the benefit of the community. D. S. Taylor was the president and Robert W. Hite, the manager. A year later John C. Fenley became the president. He and Bob Hite are still the officers of the organization.

The Exchange succeeded in establishing a trade mark, which made possible the selling of produce in distant cities upon orders. The grading of potatoes was done by portable machines that allowed freight cars to be loaded at several points in the county and thus save long hauls. At present there are plants for receiving produce at O'Bannon and Worthington.

The organization enlarged its service to the growers by acquiring and building warehouses. Besides the long warehouse on the railroad, it owns four others. One of these is a frost-proof building for the storage of 10,000 barrels of second crop potatoes. These can be marketed or used at home for seed purposes.

Naturally the Exchange buys coal, fertilizers, insecticides, farm machinery, feed, fencing and other heavy farm supplies cooperatively for its many members. In fact it strives to adjust its activities to be of definite service to its members and to help them understand the great value of cooperation both to the individual and the community.

To rectify the situation, a cooperative was established, incorporated as the St. Matthews Produce Exchange in 1910.¹² John Carr Fenley became president the following year, and Robert Warner Hite was manager. They were not only officers of the company for years but were near neighbors on the Westport Road where their families had resided and farmed for generations. Fenley died in 1946 at the age of 77. Hite retired in 1945, and the exchange was dissolved seven years before he died in 1961 at 92.¹³

When a wagon or truck arrived at the exchange, it was weighed before the potatoes were unloaded at the warehouse and graded. Culls were put back on the vehicle and the crop was graded as to the percent of first and second class. The driver would return to the exchange office across St. Matthews Avenue from the warehouse, have the culls weighed, and receive a receipt for the difference. He could pick up a check the next day. It was R. W. Hite's responsibility to seek active markets around the country by telegraph when orders here were not brisk. Reportedly, during the initial year of business, the exchange disposed of 250 carloads of potatoes, netting the farmer 60 cents a hundred pounds. By 1920, 13-million pounds were being sold. About 20 percent were trucked to Louisville, the remainder went elsewhere by rail.¹⁴ Not only did the cooperative sell potatoes and other produce, but it also purchased material like fertilizer, "Paris green," and twine in bulk quantities for the farmers.

In 1925, St Matthews was recognized by the *Christian Science Monitor* as "one of the greatest potato shipping centers in the country." "For years," the newspaper pointed out, "Jefferson County was noted as the leader in second-crop potatoes. Its climate and soil permitted two crops of tubers on the same land in the same year. Two-thirds of this crop; and of all the other vegetables crops grown on the rich farms hereabouts, are shipped from this town....St. Matthews is the home of a co-operative produce exchange with 400 members which normally ships 1,200 cars of potatoes and onions annually."¹⁵

Eventually, the exchange operation was moved across Westport Road and north of the railroad tracks. In late 1952, the property, then owned by Mark Denunzio, was purchased by R. W. Marshall, who wanted to move his planing mill, lumberyard, and warehouse from Breckenridge Lane to larger quarters.¹⁶



The St. Matthews Produce Exchange stood where the Marshall Planing Mill is now.

FIRE DAMAGES GROCERY AT ST. MATTHEWS.

Fire, which was discovered in a room above the grocery of L. Bauer & Bro., St. Matthews, at 8:30 o'clock last night, damaged the building and stock to the extent of \$1,500. But for the fact that practically the whole town "turned out" with buckets the building would have burned to the ground and all the stock destroyed, causing a loss of about \$8,000. As it was, part of the building was badly damaged by fire and much of the stock was damaged by the water that was directed on the flames.

F. Grelshaber, who conducts a grocery opposite Bauer, was sitting in front of his store last night when he saw the flames break out of the windows of a room on the second floor. He at once sounded the alarm and while the Bauers "got busy" getting their buckets out of the store—they didn't bother about the other stock—the neighbors formed a brigade and began to pour water on the flames. They succeeded in getting control of the flames in an hour and an hour later the fire was out. Rats and matches are believed to have been the cause of the fire.

BIG VERDICT IS GIVEN FOR ST. MATTHEWS ACCIDENT

CARS MUST USE CARE IN PASS- ING SUBURBAN TOWNS, JURY HOLDS.

Holding that the town of St. Matthews comes within the meaning of a populous locality and that interurban electric cars should be operated through the town in the same careful manner as in the city of Louisville, and that failure to do this constitutes contributory negligence on the part of a motorman, a jury in Judge Ray's court returned a verdict for \$7,811.50 in favor of George T. Burkhardt, Jr., against the Louisville & Interurban Railroad Company for injuries alleged to have been received December 19, 1914, in a collision between an interurban car and an automobile driven by Burkhardt. It was specified in the verdict that Burkhardt was entitled to \$7,000 as compensatory damages; \$500 for medical service and \$311.50 for hospital expenses.

Burkhardt was driving an automobile truck for the Stewart Dry Goods Company and was returning to Louisville after making a delivery on Breckinridge Lane. He was turning from Breckinridge Lane onto the main road to Louisville at the time of the collision and he alleged the motorman of the electric car failed to sound a warning of approach. In his instructions Judge Ray said it was the duty of the jury to determine whether or not the section of the country where the accident occurred required the same speed and care as exercised by street railway traffic in the larger cities and towns. Counsel for the railroad company fought hard against this feature of the instructions and filed a motion for a new trial immediately after the verdict had been returned.

1919

June 11, 1919, Articles Of Incorporation Of The St. Matthews Voluntary Fire Association

Articles of Incorporation

of the
St. Matthews Voluntary Fire Association.

Whereas the citizens and residents in, and around, St. Matthews, Jefferson County Kentucky, desire to provide more adequate facilities for the protection of their property in the event of fire;

Now the undersigned do associate themselves together to form a corporation for such purpose;

✓
Articles of
Incorporation
of the
St. Matthews
Voluntary
Fire Association
Jefferson County
Ky.
June 11, 1919
W. P. [unclear]

W. P. [unclear]
Notary Public Jefferson County Kentucky.

I, Fred G. Michael, Clerk of the County Court of Jefferson County in the State of Kentucky do certify that on this day at 1:30 o'clock P.M. the foregoing Articles of Incorporation were produced to me in my office and that I have recorded them and the foregoing certificate in my said office.

Witness my hand this 12 day of June, 1919.

Fred G. Michael, Clerk.

Last Page, Finish

I, [unclear] Clerk of the Jefferson County Court, Kentucky, do hereby certify that the foregoing contains a full, true and correct copy as taken from and compared with the original records in my office of which I am Legal Custodian, and the same are [unclear]

WITNESSED my hand this 24 day of June, 1919.

FORM 1

Notary Public for Jefferson County, Ky.

June 11, 1919, Articles Of Incorporation Of The St. Matthews Voluntary Fire Association

- See St. Matthews
6/25/19*
- I. The name of the corporation shall be St. Matthews Voluntary Fire Association. 1889
 - II. The principal office and place of business of said corporation shall be St. Matthews Jefferson County, Kentucky.
 - III. The purpose for which this corporation is formed is to provide ways and means to protect the homes and property of the citizens and residents in and around St. Matthews in the event of fire and to establish and maintain an organization for such purpose.
 - IV. Said corporation shall have no capital stock, and the funds necessary for the purchase and maintenance of the equipment and appliances for fire protection, and the expense for the carrying out of the purposes of the corporation, shall be by voluntary subscription. No private pecuniary profit shall be derived from said corporation, and no charge shall be made for any services rendered by it.

V. The names, and places of residence of each of the incorporators are:

John Bohlsen	St. Matthews, Ky.
Henry Bauer	St. Matthews, Ky.
C.W. Fiske	St. Matthews, Ky.
Wm. Rueff	St. Matthews, Ky.
P.M. Schuler	St. Matthews, Ky.
A.C. Green	St. Matthews, Ky.
Wm. Hill	St. Matthews, Ky.
Alex. Stachler	St. Matthews, Ky.
A.W. Bauer	St. Matthews, Ky.
A.J. Elms	St. Matthews, Ky.
P.G. Rueff	St. Matthews, Ky.
Robert H. Manz	St. Matthews, Ky.
C.T. Dick	St. Matthews, Ky.
J.P. Roopchy	St. Matthews, Ky.
E.E. Brock	St. Matthews, Ky.

VI. This corporation shall commence business upon the date of the filing of these articles and shall continue for Twenty (20) years thereafter.

VII. The affairs of the corporation shall be conducted by a Board of Seven (7) Directors

elect one each annually. Said Board of Directors shall elect from their number a President, Vice President, Secretary and Treasurer whose duties shall be prescribed by the By-Laws of the Association.

VIII. The highest amount of indebtedness, or liability, which said corporation shall at any time incur is Two Thousand (\$2000.00) Dollars.

IX. The private property of the incorporators and subscribers shall not be subject to the payment of the debts or liabilities of the corporation.

In Testimony of all which witness our signatures this June 11, 1919

John Bohlsen	Wm. Hill	C.T. Dick
Henry Bauer	Alex. Stachler	J. P. Roopchy
C.W. Fiske	A.W. Bauer	E.E. Brock
Wm. Rueff	P.G. Rueff	
P.M. Schuler	A.J. Elms	
A.C. Green	Robert H. Manz	

State of Kentucky.
County of Jefferson.

I, W.P. Shouse, a Notary Public in and for Jefferson County State of Kentucky do certify that the foregoing Articles of Incorporation of St. Matthews Voluntary Fire Association were this day produced to me in my County by John Bohlsen, Henry Bauer, C.W. Fiske, Wm. Rueff, P.M. Schuler, A.C. Green, Wm. Hill, Alex. Stachler, A.W. Bauer, A.J. Elms, P.G. Rueff, Robert H. Manz, C.T. Dick, J.P. Roopchy and E.E. Brock the incorporators thereof and that they did each sign the foregoing articles of Incorporation in my presence and acknowledged same to be their act and deed, and consented that same be recorded.

In Testimony of which witness my hand and notarial seal this June 11, 1919.

My commission expires April 12, 1923.

June 11, 1919
Articles of Incorporation Of the
St. Matthews Voluntary Fire Association

Whereas the citizens and residents in, and around, St. Matthews, Jefferson County Kentucky, desire to provide more adequate facilities for the protection of their property in the event of fire;

Now the undersigned do associate themselves together to form a corporation for such purpose.

I. The name of the corporation shall be St. Matthews Voluntary Fire Association.

II. The principal office and place of business of said corporation shall be St. Matthews, Jefferson County, Kentucky.

III. The purpose for which this corporation is formed is to provide way and means to protect the homes and property of the citizens and residents in and around St. Matthews in the event of fire and to establish and maintain an organization for such purpose.

IV. Said corporation shall have no capital stock, and the funds necessary for the purchase and maintenance of the equipment and appliances for fire protection, and the expense for the carrying out of the purpose of the corporation, shall be by voluntary subscription: No private pecuniary profit shall be derived from said corporation, and no charge shall be made for any services rendered by it.

V. The names, and places of residence of each of the incorporators are;

John Bohlsen	St. Matthews, Ky.
Henry Bauer	St. Matthews, Ky.
G. W. Fiske	St. Matthews, Ky.
Wm. Rueff	St. Matthews, Ky.
F. X. Schuler	St. Matthews, Ky.
A. C. Green	St. Matthews, Ky.
Wm. Wills	St. Matthews, Ky.
Alex Staebler	St. Matthews, Ky.
A. W. Bauer	St. Matthews, Ky.
A. J. Eline	St. Matthews, Ky.
P. G. Rueff	St. Matthews, Ky.
Robert H. Nanz	St. Matthews, Ky.
C. T. Dick	St. Matthews, Ky.
J. F. Roopsby	St. Matthews, Ky.
E. E. Brooks	St. Matthews, Ky.

VI. This corporation shall commence business upon the date of the filing of these articles and shall continue for Twenty (20) years thereafter.

VII. The affairs of the corporation shall be conducted by a Board of Seven (7) Directors to be selected upon its organization, and then annually thereafter on the First Wednesday in July of each calendar year. Said Board of Directors shall elect from their number a President, Vice President, secretary and Treasurer whose duties shall be prescribed by the By Laws of the Association.

VIII. The highest amount of indebtedness, or liability, which said corporation shall at any time incur is Two Thousand (\$2000.00) Dollars.

IX. The private property of the incorporators and subscribers shall not be subject to the payment of the debts or liabilities of the corporation.

In Testimony of all which witness our signatures this June 11, 1919.

John Bohlsen, Henry Bauer, G. W. Fiske, Wm. Rueff, F. X. Schuler, A. C. Green, Wm. Will, Alex Staebler, A. W. Bauer, P. G. Rueff, A. J. Eline, Robert H. Nanz, G. T. Dick, L. F. Roopsby, E. E. Crooks.

State of Kentucky, County of Jefferson

I, W. P. Shouse, a Notary Public in and for Jefferson County State of Kentucky of certify that the foregoing Articles of Incorporation of St. Matthews Voluntary Fire Association were this day produced to me in my County by John Bohlsen, Henry Bauer, G. W. Fiske, Wm. Rueff, F. X. Schuler, A. C. Green, Wm. Will, Alex Staebler, A. W. Bauer, P. G. Rueff, A. J. Eline, Robert H. Nanz, G. T. Dick, L. F. Roopsby, E. E. Crook the incorporators whereof and that they did each sign the

1919

foregoing articles of incorporation in my presence and acknowledged same to be their lot and deed, and consented that same be recorded.

In testimony of which witness my hand and material seal this June 11, 1919. My commission expires April 12, 1923.

Recorded June 12, 1919.

Notes by Al Ring, November 2009, on the Articles of Incorporation. After checking with other historians we all agree that the Department attorney or representative brought a hand or type written copy of these Articles to the Records Office and they were then typed into the Register by a staff member. If you look close at the typed and only records we have some names are different in different places. I have done my best to discover which name might be correct based on censuses, discussions with old timers, etc. to try and determine which name is correct. I agree with the following names:

John Bohlsen	St. Matthews, Ky.
Henry Bauer	St. Matthews, Ky.
G. W. Fiske	St. Matthews, Ky.
Wm. Rueff	St. Matthews, Ky.
F. X. Schuler	St. Matthews, Ky.
A. C. Green	St. Matthews, Ky.
Alex Staebler	St. Matthews, Ky.
A. W. Bauer	St. Matthews, Ky.
A. J. Eline	St. Matthews, Ky.
P. G. Rueff	St. Matthews, Ky.
Robert H. Nanz	St. Matthews, Ky.
C. T. Dick	St. Matthews, Ky.

I have questions on the below names:

Wm. Wills	St. Matthews, Ky.
J. F. Roopsby	St. Matthews, Ky.
E. E. Brock	St. Matthews, Ky.

If you read the typed document on pages 5 & 6 the names are listed in 3 places.

On Wm. Wills which is the name on in the first list it is spelled Will on the next two lists. I believe Wills is correct based on my search of records.

On Roopsby which is the name on in the first list it is J. F. the second time it is L. F. And the third time it is L. F. As of November 2009 I can find nothing on the name Roopsby at all.

On E. E. Crock which is the name on the first list it is Crock on the second list it is E. E. Brooks and the third time it is Crook. I believe the correct name is Brooks which is the only person we can find ever listed at that time.

Based on the information found, I will use the following names:

Wm. Wills
J. F. or L. F. Roopsby
E. E. Brooks

Newspaper Article, June 11, 1919: St. Matthews Citizens Form Fire Brigade

June 16, 1919, The Courier-Journal

For the purpose of providing better protection of houses in and around St. Matthews, residents of that town formed a fire brigade. The organization filed Articles of Incorporation yesterday under the name St. Matthews Voluntary Fire Association.

It has no capital stock and is authorized to incur liabilities not to exceed \$2,000.00 and to accept voluntary subscriptions for purchase of apparatus and maintenance of same.

Those words and the actions of these 15 men, started what was to become one of the most innovative and dedicated fire service organizations in the Commonwealth of Kentucky.

THE COURIER-JOURNAL, LOUISVILLE, FRIDAY MORNING, JUNE 11, 1919.

St. Matthews Citizens Form Fire Brigade

For the purpose of providing better protection to homes in and around St. Matthews residents of that town have formed a fire brigade.

The organization filed articles of incorporation yesterday under the name of the St. Matthews Voluntary Fire Association. It has no capital stock and is authorized to incur liabilities not to exceed \$2,000 and to accept voluntary subscriptions for purchase of apparatus and maintenance of same. Organizers are:

Henry Bauer, John Bohlson, G. W. Fiske, William Rueff, F. X. Schuler, A. C. Green, William Will, Alex Staebler, A. W. Bauer, A. J. Ellne, P. G. Rueff, Robert H. Nanz, G. T. Dick, L. F. Roopsby and E. E. Crook.

New Incorporation Articles Approved

Special to The Courier-Journal.

Frankfort, Ky., June 15.—Secretary of State James P. Lewis has approved the following articles of incorporation:

Town Talk Manufacturing Company, Louisville; capital \$12,000; manufacturers of men's and boys' caps and hats. Incorporators, Eugene P. Meyer, Fred E. Galvin and I. Karol Trau.

Association of People's Churches, Louisville. Incorporators, G. Theo Hempelmann, Bertha E. Lang, W. W. German, William J. Schleich and John G. Still.

W. T. Berry Surgical Instrument Company, Louisville; amended articles changing name to Brooks, Denhard Surgical Instrument Company.

St. Matthews Voluntary Fire Association, St. Matthews. Incorporators, John Bohlson, Henry Bauer and William Will.

Sir Barton Oil Company, Scottsville; capital, \$150,000. Incorporators, W. A. Orman, W. S. Douglas and W. J. Douglas.

The Holt Coal Company, Muhlenberg county; amended articles.

Sonora Oil & Gas Company, Sonora; capital, \$50,000. Incorporators, J. B. Dyer, J. F. Glascock and D. W. Mason.

News Press Company, Hodgenville; capital, \$6,000. Incorporators, Walter Grady, C. J. Hubbard and E. W. Creal.

Farmers' Bank of Equity, Williamstown; amended articles.

Eagle Laundry, Harlan; capital, \$20,000. Incorporators, O. M. Hosking, H. R. Smith and W. L. Ward.

Cumberland Auto Company, Pikeville; capital, \$15,000. Incorporators, L. L. Stone, J. J. Stone, L. E. Stone and M. S. Stone.

Knott County Community Improvement Association, Pippapass; charitable organization. Incorporators, Henry Sturgill, W. T. Francis and John A. Jones.

Perkins-Harlan Coal Company, Williamsburg; capital, \$200,000. Incorporators, N. R. Perkins, A. V. Brown and J. E. Gatliff.

Lucas-Lowe Undertaking Company, Fulton; capital, \$6,000. Incorporators, D. F. Lowe, E. M. Lucas and W. D. Morgan.

Field Bros. & Co., Owensboro; capital \$25,000. Incorporators, C. L. Field, J. S. Field and E. W. Roach.

1919
Original Incorporators

A. W. Bauer:

Courtesy, *St. Matthews The Crossroads of Beargrass*, by Samuel W. Thomas, 1999: Excerpts

Early in 1887, brothers Louis H. and John E. Bauer had purchased the two-story, brick grocery and tavern at the crossroads that Henry Holzemer had erected and operated. They were joined by their younger brother Henry. Their father John Bauer, had purchased a small triangle of land on the Brownsboro Road from Richard S. Veech in 1868. He had been a blacksmith for Ainsli, Cochran & Co., before setting up his own shop near his residence, where he died in 1880. Bauer's other sons, Charles C. and Albert W. Bauer, expanded the business into wagon manufacturing. In 1909 his brother Charles died and Albert took over and with his sons modernized the shop. From such meager beginning came Bauer's since 1870 restaurant. As the art of wagon making disappeared, A filling station emerged in its place run by Edward L. Swartz, who had worked for the Bauer's.

The grocery part of Bauer Bros. did not give up the ghost. Henry, Albert, Irvin and Martin Bauer erected a fine, brick grocery east of the new bank, where the feed store had been. They handled "fancy groceries, vegetables, fruits and meats while soft drinks are carried at all seasons." The second floor housed a public hall, where monthly dances of the Penrose Club, were held. Bauer Bros. grocery was sold by Louis Bauer's son, Irvin, in 1943.

A. W. Bauer: Born in 1866. Mr. Bauer operated the restaurant that his father opened in 1870. He retired in 1949. He was a director of the Southern Federal Saving and Building Association and voted vice president of Farmers & Depositors Bank. He was one of the original signers of the original Articles of Incorporation of the department. He died January 23, 1953.



View of A. W. Bauer & Sons' new establishment as it appeared on 1917 calendar. It was replaced by a modern Standard Oil Company station, which has also been raised. Site is now a parking lot for Azalea Restaurant. Courtesy Bauer's Since 1870 collection.

January 30, 1953, *The Jefferso-*

**Albert W. Bauer, 87,
Veleran St. Matthews
Restaurant Man, Dies**

A retired St. Matthews restaurant operator, Albert W. Bauer, 87, died at 1 p.m. last Friday in his residence, 3608 Brownsboro Road.

He operated the restaurant at "Bauer's" 65 years before his retirement about four years ago. The business at 3612 Brownsboro Road was founded in 1870 by his father, John Bauer. The father and son conducted a blacksmith shop and wagon manufacturing business next door to the restaurant many years ago.

Two sons of Albert Bauer, Arthur C. Bauer and Charles F. Bauer, now operate the eating establishment.

A life-long resident of the St. Matthews area, Albert Bauer was a director of the Southern Savings & Building Association and a former vice president of the Farmers and Depositors Bank, now the Citizens Fidelity St. Matthews.

Also surviving are his wife, Mrs. Mary H. Bauer; another son, Robert W. Bauer; a daughter, Mrs. A. L. Keak; a sister, Mrs. Katie Heskamp; two grandchildren and two great-grandchildren.

Funeral services were held at 8:30 a.m. Monday in Ratterman's St. Matthews Funeral Home and at 9 a.m. in Holy Trinity Church. Interment was in St. Louis Cemetery.

Original Incorporators



firefighter and board member from 1919 to 1930.

Henry Bauer: Born in St. Matthews to a well known blacksmith, grocer and restaurant family. He and his brothers John and Louis operated a carriage business for many years. In the early 1920s they opened Bauer Brothers grocery and restaurant. In the 1930 census it showed him on Shelbyville Road, head of household, born about 1867 wife's name Mary, and a Jack and Mary E. Bauer lived with them. He was one of the original signers of the Articles of Incorporations of the department. He served as a

Courtesy, *St. Matthews The Crossroads of Beargrass*, by Samuel W. Thomas, 1999: Excerpts

Early in 1887, brothers Louis H. and John E. Bauer had purchased the two-story, brick grocery and tavern at the crossroads that Henry Holzheimer had erected and operated. They were joined by their younger brother Henry. Their father John Bauer, had purchased a small triangle of land on the Brownsboro Road from Richard S. Veech in 1868. He had been a blacksmith for Ainsli, Cochran & Co., before setting up his own shop near his residence, where he died in 1880. Bauer's other sons, Charles C. and Albert W. Bauer, expanded the business into wagon manufacturing. In 1909 his Charles died and Albert took over and with his sons modernized the shop. From such meager beginning came Bauer's since 1870 restaurant. As the art of wagon making disappeared, A filling station emerged in its place run by Edward L. Swartz, who had worked for the Bauer's.



HENRY BAUER, senior member of Bauer Brothers, grocers and butchers, smiled as he said, "My nephews and partners, Albert L. and Irvin P. Bauer, represent the third generation of our family in business in St. Matthews. Our family opened the tavern that is still on the Brownsboro Road. Father had a blacksmith shop on the site of the Haggard Garage. He shod many horses at the Shelbyville Turnpike passed his door.

"Later my two brothers and I operated a tavern where the Bank of St. Matthews now stands. Farmers and traders, driving live stock to Louisville, stopped overnight to be on the market early the following morning.

"What I've been telling belongs to the horse and buggy days. Since then business

and life have changed completely. The dusty turnpike is now a smooth, four-lane highway. The heavy staple groceries that were on the grocer's shelves in the gay nineties have been replaced with attractive displays of canned goods and ready prepared foods. Today our customers in St. Matthews and on the farms buy as do the housewives in the city.

"Our business has grown along progressive lines in the past few years. This should continue as an increasing number of people, who wish to have the solid comforts of rural life and the advantages of the city, are coming to make their homes in St. Matthews.

"We believe it is a neighborly place to live in and a good place in which to do business."

The grocery part of Bauer Bros. did not give up the ghost. Henry, Albert, Irvin and Martin Bauer erected a fine, brick grocery east of the new bank, where the feed store had been. They handled "fancy groceries, vegetables, fruits and meats while soft drinks are carried at all seasons." The second floor housed a public hall, where monthly dances of the Penrose Club, were held. Bauer Bros. grocery was sold by Louis Bauer's son, Irvin, in 1943.



John Bohlsen: He was one of the original signers of the Articles of Incorporation. He was instrumental in helping to get the department started.

BOHLSSEN, REV. JOHN A.

(pic. St. Vinc. de Paul Jub. Ek., Lou.)

Born: September 1, 1869, in Sharrel, Oldenburg, Germany, he was in his teens, when he came to Louisville, and resided with his uncle, Abel Bohlsen, who conducted a grocery store at 6th and Walnut Streets.

Studies: Three years at St. Meinrad Seminary, Indiana, four years at St. Mary College, St. Mary, Kansas. His theological course was taken in Innsbruck, Austria.

Ordained: July 26, 1898, by Bishop Simon Aichner, at Innsbruck.

Appointments: Assistant at St. Cecilia Church, Louisville, for about a year, until the late fall of 1900.

Assistant at St. Vincent de Paul Church, Louisville until November 1905.

Assistant at St. Martin of Tours Church, Louisville, until July 1913.

Pastor of Holy Trinity Church, (site of Trinity High School), St. Matthews, in suburban Louisville. He erected a combination church and school building, which was blessed December 5, 1915. Remained at Holy Trinity until his death.

Died: Suddenly of a heart attack May 25, 1925. Funeral services were held from his church, and he was buried in St. Michael Cemetery, Louisville.

Remarks: At the death of Father Bohlsen, the writer was administrator of the parish until the following September, when Rev. B. F. Besinger, of the Fathers of the Most Precious Blood, became pastor.

The church and school building erected by Father Bohlsen, was destroyed by fire September 22, 1937. The work of rebuilding on the same site was begun by Father Besinger and completed by his successor, Rev. John F. Krue.

Original Incorporators



G. W. Fiske: Was born in Louisville in December 11, 1866. In 1888 he and some others organized Giger, Fiske & Corp, to build elevators, later the name was changed to Louisville Drying Machinery Company. Mr. Fisk stayed until retiring and sold out in 1923. The 1920 census shows his family living on Westport Road, age 53, married to Elizabeth S. age 50 and they had 3 children, Elizabeth, Margaret, George W. He was one of the original signers of the Articles of Incorporations and died in September 17, 1934, while retired living on Westport Road.



A. C. Green: Was born in Eastern Kentucky July 7, 1875. He moved to St. Matthews before the turn of the century and work for the L. & N. Railroad. In 1907 he became superintendent of the Nunner Florist. After moving out of town for eight years he returned and worked for the County Health Department. He was one of the original corporation signers and was acting police chief for a while in St. Matthews. He died September 23, 1937.



Robert H. Nanz:

Robert H. Nanz, 72, Schenley Official, Civic Leader, Dies
Robert H. Nanz, 72, died at 4 a.m. Saturday in Good Samaritan hospital at Cincinnati, where he had been a patient for the past two weeks.

Mr. Nanz retired four years ago as vice president and manager of the Schenley plant here, and retained his office in an advisory capacity until his fatal illness.

Funeral Tuesday 2 p.m.: Funeral services will be held at 2 p.m., Tuesday at the residence, with burial in Greendale cemetery. Masonic rites were to be held Monday evening at the residence. The final rites were in charge of Fitch Brothers funeral home, and will be conducted by the Rev. Jack Barrell, Presbyterian pastor here and a friend of the late Mr. Nanz, who was an official of the Beecher Presbyterian church.

Mr. Nanz was born October 5, 1885 at Louisville, KY, to Henry and Mary Nanz. (rest of this paragraph missing).

During his early years he was employed in the distilling business with the Kentucky Distillery at Louisville, and was married to the former Miss Virginia O'Brien of Louisville, who survives him.

In 1920 he went to New Orleans as an official of the K. D. & W. distillery and served there throughout the prohibition era. During this period he also supervised interests in Haiti and Cuba but never moved there. (We believe he was back and forth to St. Matthews helping with the department.)

Mr. Nanz was prominent in civic affairs in New Orleans and was at one time a Republican candidate for municipal officer there.

In 1932 he returned to Louisville, (rest of paragraph missing). He was involved with Schenley at this time.

Mr. Nanz, who was known to many friends as "colonel", because of the honorary title conferred upon him several years ago by the Governor of Kentucky, was active in civic affairs and projects and had headed many community functions and campaigns. He was a director of the Peoples National Bank, Perpetual Building Association, a member of the Presbyterian Church, Elks Lodge, Masonic Lodge, Scottish Rite, Shrine, and Dearborn Country Club. As a Chamber of Commerce director and civic leader, he was noted for having led the move for an Ohio river bridge here.

Surviving is the widow, Virginia at the family home, 421 Ridge Avenue; a daughter, Mrs. Oran K. Henderson, Augsburg, Germany where her husband is a parachute officer; two sons, Robert Jr., Houston, Texas, oil engineer; Henry, Lawrenceburg, six grandchildren, and a brother Henry, Louisville.

Present at the home here for the funeral services are the brother Henry, the two sons and a daughter, who flew from her husband's station in Germany with her small daughter. Ann Geiger Henderson.

Original Incorporators

J. F. Roopsby or L. F.: No information available at this time.

Eugene E. Brooks: From using Ancestry.com, and the 1920 census, and the World War I Registration Card and conversations with Ralph Kempf we have put together the following information. Eugene was born September 11, 1889, in Hardin County Kentucky. He was the son of Robert and Mary Brooks, in 1920 he was 30 years old lived in the 12th Ward of Louisville, and appears to have a sister Jannetta who was born May 29, 1911 and died in 1974 in Hardin, Kentucky. In June of 1917 he was working as a furniture packer at Fireproof Storage Company in Louisville, Kentucky and he was single. We believe he became the "Brooks Station" Post Harold newspaper manager in the St. Matthews area which is what brought him to St. Matthews. There may have been an F. T. Brooks, who was this person, and not Eugene Brooks. Courtesy, *The Jeffersonian*, September 23, 1949:



G. T. Dick: Was born in Oldham County in 1875. In 1906 he moved to St. Matthew to help organize the St. Matthews National Bank. During this time he was also maintaining his old business the Dick Insurance Agency. He was also Chairman of the Board of the Beargrass Christian Church. He was an original signer of the Articles of Incorporation of the department and served as Treasurer of the Board from 1919 to 1936. He died September 15, 1949, at age 74.



G. T. DICK,
Cashier

G. T. DICK INSURANCE AGENCY

Mr. Churchill Matthews,
215 Lexington Road,
Baltimore, Md.

Dear sir:-

As requested we are enclosing herewith Application for Fidelity Bond and Employer's Statement.

Please return same to this office when the forms have been completed.

Thanking you for this request, we are

Yours very truly,
G. T. Dick Ins. Agency,
by *G. T. Dick*



Founder Of Bank, G. T. Dick, Dies

Chairman of the Board of Directors of St. Matthews National Bank, Gilbert T. Dick, 74, died at 9 a.m., Sept. 15, at Kentucky Baptist Hospital.

Mr. Dick, who lived at 112 Brown's Lane, was a native of Oldham County coming to St.



G. T. Dick

Matthews in 1906 when he helped to organize the St. Matthews National Bank of which he became cashier. He held that post until 1940 when he was made chairman of the directors.

In addition Mr. Dick maintained the Dick Insurance Agency and was an elder and chairman of the board of Beargrass Christian Church. A member of the St. Matthews Lodge of Masons, he was formerly on the board of the Christian Church Widows and Orphans Home and Kentucky Military Institute.

Survivors are the widow, Mrs. Winnie Brown Dick, a daughter, Mrs. Victor Dameron; two brothers, Garrett S. Dick, Prospect, and Norman E. Dick, of Skylight, and two grandchildren.

Funeral services were held Saturday at Beargrass Christian Church with burial following in Cave Hill Cemetery.

ST. MATTHEWS BANK—3901 Frankfort av.
Capital, \$75,000. Undivided profits, \$19,051.90.
Louis Bauer, president; E. S. Monohan, Jr., vice president; T. H. Cooper, cashier; C. O. Monohan and H. A. Nelson, asst. cashiers; Louis Bauer, E. S. Monohan, Jr., John C. Fenley, G. T. Dick, J. W. Smith, H. A. Nelson, C. O. Monohan, P. I. Taylor and W. J. Ogden, directors.

Original Incorporators



A. J. Eline: Mr. Eline was born in Seneca Park in 1884. He was one of earliest business men in St. Matthews. He started the Overland Agency and was a Ford dealer. He worked as a mechanic in his own shop. He became a Buick dealer in 1928, then opened a Chevrolet dealership and ran that until he sold it 1955. He also owned the Eline Realty Company and developed many of the subdivisions in the area. He was one of the original signers of the Corporation. He also loaned and/or gave the department money in its early years. He died March 23, 1967. He was STMFD's first President.

Anthony Eline, St. Matthews developer, philanthropist dies

Anthony J. Eline, 82, whose contributions to the growth and welfare of the St. Matthews area were both enormous and singular, died at 6:40 am last Thursday.

Eline, often called the "grand old man of the St. Matthews business community," had been ill several months.

He had been a patient at Methodist Evangelical Hospital where he received numerous blood transfusions. He was released from the Hospital Feb. 10.

Eline died in his home, 707 Circle Hill Road.

He was born in 1884 on a farm near Seneca Park.

In 1912 he opened St. Matthews' first real estate office at 4001 Shelbyville Rd. The next year he opened the first automobile and tractor dealership in suburban Louisville.

The agency sold Model T Fords and Ford tractors.

Eline was a Buick dealer from 1928 until 1933. That



ANTHONY J. ELINE

year he moved his garage from 111 St. Matthews Ave. to 3912 Shelbyville Road and became a Chevrolet dealer.

He operated the Chevrolet agency from 1935 to 1955. The Eline real estate offices are now in the building that formerly housed the agency.

For years his sister, Miss Carrie Eline, operated Eline's Dry Goods store on the property he owned at the corner of St. Matthews Ave. and Shelbyville Road. The building is now occupied by the Klapphahn Drug Store.

Eline was president of the Eline Realty Co. and the Eline Development Co. He was one of the original directors of the old Farmers Bank of St. Matthews, now a branch of Citizens Fidelity Bank and Trust Co.

Emmert director

He also was a director of Emmert Packing Co., which was merged with Klarer Provision Co. several years ago.

Eline built or developed 17 subdivisions containing about 500 homes, approximately 25 apartment buildings, stores and office buildings.

His career as a real estate developer began in 1912 or 1913 when he built 25 homes on Grandview and Nanz Avenues between Fairfax Avenue and Breckinridge Lane. The subdivision was called Maplewood.

He then developed Magnolia Subdivision, which was bounded by Fairfax Avenue and Breckinridge Lane and Shelbyville Road, and Nanz Avenue.

He also developed the Thompson Subdivision on Brown's Lane in 1916 and named Sher-

rin, Fairfax, Warner, and Grandview Avenues.

He developed Harrison, Lakeview and Seneca Hills Subdivisions and built up Hycliffe Avenue and St. Germaine between Breckinridge Lane and Wallace Avenue in the 1930s.

He laid out an additional 53 lots along Hycliffe in 1935 and built up Breckinridge and Norbourne from Macon to Wallace in 1933 and 1934.

These other subdivisions also were built or developed by Eline; English Village, Brownshoro Estates, Westport Heights and Plainview. He built the A & P store on Frankfort Avenue and all the buildings in Colony Way, about 25 apartment buildings and the Parkside Building on Shelbyville Road.

Eline was a charter member of the Harvey Browne Memorial Presbyterian Church.

He had served the church as Sunday School Superintendent and elder, and donated the ground for the church building on Brown's Lane.

In addition, he donated the ground for the St. Matthews public library and matched total contributions to build the structure.

Named after son

The library was named the Sidney W. Eline Memorial Library in honor of one of his sons who was killed while piloting a bomber over Germany in World War II.

Eline also was a charter member of the St. Matthews Rotary Club.

He was the first president of the St. Matthews Volunteer Fire Association in 1919, when

Continued to page 8

St. Matthews leader, A. J. Eline, dies

Continued from page 1

friendly man.

the group was the first of its kind in Kentucky.

He led the drive to organize the St. Matthews Sanitation District No. 1 and the fight to keep Louisville from annexing St. Matthews in the 1950s.

In 1953 Eline received the Community Service Award from the St. Matthews Business Association for outstanding service to the community over many years.

Until recent months Eline was up early every morning and put in a full day's work. He personally supervised many of his companies' activities.

Despite his wealth and success, he was a modest and

Survivors listed

Survivors include his widow the former Elizabeth Hartman; two daughters, Miss Ethel Mildred Eline and Mrs. Sara Breeland; a son, Alton J. Eline; his sister, Miss Carrie A. Eline; four grandchildren and one great-grandchild. Alton Eline and Mrs. Breeland are in the family business with their father.

Funeral services were held Saturday at the Pearson Funeral Home on Breckinridge Lane.

Burial was in Cave Hill Cemetery.

1919

Original Incorporators



P. G. Rueff: Phil was a well known businessman in the St. Matthews area. He was a foreman while working for American Elevator, on Lexington Road, he was an electrical engineer, and worked on the McAlpine dam and locks, was married and had 1 daughter.



William Rueff: William was born in Louisville in March 19, 1874, he was in the sign painting business all his life. He served on the Board from 1919 to 1930 and was one of the original signers of the Articles of Incorporation. He was married, and their children were Bill Jr., Norman, JC and Bud Rueff. He also had four brothers and he painted wagon wheels first then got into the sign business. He died June 28, 1950.



F. X. Schuler: Born in Louisville August 20, 1884. He went to Holy Trinity Church and St. Xavier High school and married in 1905. They had one son and one daughter, in July 6, 1939 Mrs. Schuler died. He remarried December 14, 1944 and was very active until his death April 18, 1950. He was involved in many businesses in the area including Silo Tank Company becoming vice president. He then opened Schuler Motors, Schuler-Bauer Company and others. He was also an original signer of the Articles of Incorporation. He served as the first chief of the department serving from 1919 until 1920. He remained on the department

until 1930. He died in Jefferson County April 18, 1950.

Courtesy St. Matthews The Crossroads of Beargrass, 1999, by Samuel W. Thomas.

BANNER OBSCURED BY SCHULER MOTOR COMPANY SIGN PROCLAIMS NACHAND DAY, WHICH JIMMY "BARBERWRECK" JONES, WAS PROMOTING. FRONT DOOR WAS ON SHELBYVILLE ROAD, WHILE DISPLAY WINDOWS WERE ALONG DIAGONAL AT INTERSECTION OF WESTPORT ROAD. NOW SITE OF WHITE CASTLE. R. G. POTTER COLLECTION 2906, UNIVERSITY OF LOUISVILLE PHOTOGRAPHIC ARCHIVES.



Alex Staebler: Original Incorporator. June 31, 1868 to November 11, 1920. In 1905 he became one of the principles in the Bank of St. Matthews, holding 20 shares also with G. T. Dick, Oscar Fenley, W. N. Arterburn, John M Monohan, and E. S. Monohan, Jr., Louis Bauer had only 8 shares. and was a business man from the area. We know he was married to Ida Staebler. He died of a cerebral hemorrhage, November 11, 1920. In the 1920 census he is referred to as a general contractor and lived on Chenoweth Lane with a son named Charles.

William Wills: William Will was born in Scotland about 1869 and he immigrated to the United States in 1900. In the 1920 Census he is listed as 51 years old, head of household, married to Elizabeth age 47, with three children, Peter, Ada and Elizabeth. They lived on Breckenridge Lane. He was one of the original incorporators of the STMFD Articles of Incorporation and owned the Burlap & Bag company at River Road and Third Street.

Courtesy, Kentucky Firefighters Association:

Kentucky Firefighters Association



www.kyfa.org

The organization with a track record of making improvements in the working conditions and lives of the hometown heroes that keep our communities safe from the ravages of FIRE!

HISTORY OF THE KENTUCKY FIREFIGHTERS ASSOCIATION

The Kentucky Firefighters Association (KFA) originated in September of 1919 as State Fire Marshal Edward Hite called the first meeting to order to discuss ways to collectively improve the fire service. This meeting was held in the City Hall Council Chambers of Louisville, Ky.

At this original meeting, Louisville Fire Chief Arnold Neuenschwander was elected President of the newly formed organization, named the Kentucky Fireman's Association, and served until his death in 1924.

Early efforts of the association centered on an action to improve the welfare of firefighters through promotion and legislation. Passage of Civil Service Laws in the early 1920's recognized the KFA as a force to be reckoned with. The KFA also encouraged the formation of regional associations to promote the mission of the KFA on a local level.

As the stature of the KFA grew, so did its membership. While the State organization had no control over local fire departments, it encouraged the departments to insure local benefits to its respective members, to work together through mutual aid, and to assist in the work and purpose of the KFA. Providing specialized training to local departments was another important mission the KFA took on in its beginning.

Many of these early works of the KFA continue today. The KFA has co-sponsored the Kentucky State Fire School for over 75 years. KFA legislative efforts have granted Kentucky fire departments and its members many progressive benefits including Volunteer State Aid, Training Incentive Pay for career firefighters, and workers compensation and death benefits.

The Kentucky Firefighters Association has worked tirelessly for the fire service of Kentucky since 1919. It still proudly stands tall, and unites the fire service of our great Commonwealth. Nearly 90 years old and going strong. The KFA is the one constant in the greatness of the Kentucky Fire Service.



1919

On paper St. Matthews now had a fire department, but—with no experience, and because they were one of the first volunteer fire departments in the state, they had no one from which to learn. They also had no money or much of anything else.

There was no training of any real nature then, and really not until the early 1940s.

First Fire Chief: F. Xavier Schuler

1919 – 1920

First Captain: Andrew Neichter

Board Of Directors

A. W. Bauer
Henry Bauer
Gilbert T. Dick
A. J. Eline, first President.
Robert H. Nanz
Phil G. Rueff
William J. Rueff

Officers

1919 Chief Francis Xavier Schuler
Captain Andrew W. Neichter

Firefighters

A. W. Bauer
Henry Bauer
J. J. Butler
R. S. Frank
Richard C. Herdt
Carl A. Hulswede, Sr.
W. “Will” Lausman

In the 1920’s and 30’s many citizens helped the volunteers but were not on the “roster.”

Alarm System: The first alarm system was operated by an operator of the St. Matthews Telephone Exchange. Mrs. Ruth Harrison was the main operator and the exchange was located on the second floor of Bauer General store. The department had no siren to notify the firefighters, and it is not known how she notified them, but we suspect she called them by phone. The 1920 census shows a Ruth Harrison, age 25, married to William L. Harrison. She was born August 12, 1894 died January 1977.



Courtesy *St. Matthews The Crossroads of Beargrass*, 1999, by Samuel W. Thomas.

COUNTY MOTORCYCLE PATROLMAN IN FRONT OF BAUER BROS. ABOUT 1930. IN BACKGROUND IS THE EAST CORNER OF THE ST. MATTHEWS NATIONAL BANK—"THE BANK WITH THE CHIME CLOCK." COURTESY OF EARL COMBS STICH.



From there the Exchange moved to a building owned by Mr. Fishers and later Mr. Justin Wilkens (STMFD firefighter) called Chicks Place near by the Schuler Motor Building, which later became the Consolidated Sales Co. building and is now the White Castle. (Note, as of 2002).



Courtesy *St. Matthews The Crossroads of Beargrass*, 1999, by Samuel W. Thomas.



University of Louisville, ULPA 1994,18.0379, Automobile Service Station, 2/12/1936

From the Wilken's building the "Alarm System" moved to the Buschemeyer/Ogden Drug Store where it stayed for many years.

After that the "Alarm System" moved to the Belmont Cab Company building which is the Sinclair Station in this picture and the business owned by Talbott Hopkins. He later sold the business to Orion Bond, who eventually started Bonds 2 Way Radio—Central Alarm and we remained on that system until we joined County Alarm.

The first "Fire Apparatus: An old hand pulled hose cart.



NOTE from Al Ring (November 2009): First lets be sure everyone understands that the above picture from the 1969, 50th Year Brochure of STMFD shows this as the first apparatus. It is a facsimile of what the original hose cart might have looked like. To our knowledge know one has a picture of the original one.

Report after research from Dick Weller (Lyndon), John Stich (Lyndon), Jack Monohan (STMFD), and myself (STMFD) November 2009: Dick Weller sometime around the early 1970's located two hand pulled hose carts in a storage facility at Ormsby Village. At the time he was told the story that in the early 1920's the county acquired two hose carts, one from Anchorage and one from St. Matthews and gave them to Ormsby Village for use on the farm for irrigation. After their use they were stored away and forgotten. John Stich wound up with one of them and rebuilt that unit including making a new tool box, and doing extensive work on the draw bar and the pull handle. Lyndon Fire Department personal later painted the unit. There is every reason to believe that the hand cart at Lyndon is either Anchorage's or the STMFD original hose cart. It is doubtful that we will ever know for sure. We are not sure where the other hose cart is at this time.

Lyndon Lore

A Historic Account Of The Lyndon Community With Numerous Illustrations Of A Bygone Era

HISTORICAL HIGHLIGHTS OF ORMSBY VILLAGE TREATMENT CENTER

The Louisville Daily Courier, in a series of editorials in 1854, was calling on the city to establish a house of refuge for the "Correction of juvenile delinquency." The paper, among other things, pointed out that the number of abandoned girls . . . is not so large . . . but the boys here have all the vices that belong to boys in the worst parts of the country. In drunkenness, smoking and chewing, in thieving propensities, in the use of vulgar and profane language, the boys of Louisville are about as great adepts as we have seen anywhere.

Sixty thousand dollars was appropriated in 1859 for a building to be placed on land at the edge of town (now the location of the University of Louisville) -- land originally slated to be a park. The building, a house of refuge, was completed just in time to be taken over for use as a Civil War hospital.

The first child, a 12 year old white boy, was committed to the House of Refuge. His crime was larceny of \$28.00 from his mother; his "sentence" was to remain in custody until his eighteenth birthday.

On the national level, a house of refuge movement had taken hold as a part of society's attempts to deal with delinquent and dependent children. The philosophy was that children placed behind institutional walls would find a refuge from temptations to which they had been subjected, and a haven where they would be protected from their evil impulses. At the same time, the child was to receive training in domestic labor.

Peter Caldwell was named the first superintendent. He served until his retirement in 1910. He and his wife lived in the House of Refuge and worked with the children there. He has been described as a firm man, yet one with selfless dedication. In addition to seeing one building grow to a complex of sixteen, he also made every effort to improve public opinion from the stagnant one of thinking of the House of Refuge as a place "where they send bad children."

In the year 1912, a separate institution called the Parental Home & School Commission, was created by an act of the State Legislature. The purpose of this organization was to provide a home in Jefferson County for white, dependent, neglected children. A tract of three hundred sixty acres at Ormsby Station, between Lyndon and Anchorage, Kentucky, was purchased for the use of the new institution, which was to be operated by a board, appointed by the county judge.

The Ormsby home was left standing and was converted into two apartments as residences for the superintendent and other staff members. The cottage type place with house parents was established, giving the boys and girls a feeling of home away from home. The name of Ormsby Village was given to the home. The first children moved into the new setting in 1923.

Some of the major developments since 1959 include -- complete racial integration of white and negro children and the use of the peer group and the activities of daily living as a means of therapy.

Ormsby Village Treatment Center is a nationally known, progressive institution with a rich heritage. Its staff policy manual is used by the National Council on Crime and Delinquency as an example for other institutions. The program and staff are dedicated to the task of turning delinquents into non-delinquents. While we are not successful in all cases, we believe that every child who goes through our treatment program, returns to the community with an improved self-concept and with a greater concern for the needs, feelings, and property of others.



1919

Courtesy Major David Joels, Lyndon Fire and Rescue (December 2009) Last one Al Ring, (Summer 2009):



1919

First Fire House and temporary locations for the fire apparatus



The St. Matthews Fire Department, pictured in 1919, was begun in Eline's Garage, on Frankfort Avenue, where Charles Morgan's Men's Store now stands.



A. J. Eline let the department keep the hose cart in his garage at 3908 – 3914 Frankfort Avenue, thus becoming the ---First fire house:

Three of the fire house pictures are from *St. Matthews The Crossroads of Beargrass*, Courtesy of Sidney W. Eline, Jr. by Howard V. Withers.



First Fire House and temporary locations for the fire apparatus

THE wide and high doors of the A. L. Hansen automobile painting shop in St. Matthews open wide from time to time to admit dingy commercial trucks. They leave glistening and with sharply defined lettering.

While busy with his brush, the expert painter announced:

"I began the business thirty years ago painting buggies, surries and farm wagons. Good roads, super-highways and modern cars have revolutionized the entire business. Even the farmers in this section of the country use trucks instead of wagons to take produce to town so my time is taken up painting them and the big trucks which require extra fine work and artistic lettering.

"While I do a comfortable local business, I also, have numerous jobs for the huge interstate truck lines which come to me from Louisville largely."

For many years, St. Matthews had strictly a volunteer fire department. The original truck was kept under a lean-to at Greshaber's Saloon, (later Gerstles), where the P.N.C. is now located. Later, a two car garage, owned by Buschmeyer-Ogden Drug Store was made available-rent free. Doc Ogden lived upstairs and was always available to take a fire alarm call. He would then activate a siren, volunteers would come quickly and he would give the address of the fire. The rest is history. The attached picture and clipping probably explain it all.

Courtesy, *A Walk With Ray, Memories of Raymond Joseph Kempf*, former STMFD helper:

Name: The name on the Articles of Incorporation clearly show the departments name as St. Matthews Voluntary Fire Association. In reality everyone called it the St. Matthews Volunteer Fire Association or Department and in 1939 when the Articles of Incorporation were re-written, the name was changed to St. Matthews Volunteer Fire Association.

St. Matthews The Crossroads of Beargrass, by Samuel W. Thomas, 1999: Fifteen prominent St. Matthews men had organized "a fire brigade" in 1919 under the name, St. Matthews Voluntary Fire Association. With no capital stock, but authorization to incur liabilities up to \$2,000 the group acquired the chemical wagon. Its first real use came in March 1920, when calls came into Eline's Garage and the chemical wagon was on the scene of three fires reportedly in less than eight minutes. The small garage behind the corner drugstore on Breckenridge Lane became quite crowded when a brand new Seagrave pumper was added in 1931. Betsy, as the engine continues to be called, has pumped water from almost every conceivable source. Milk commandeered from a dairy truck was even used to extinguish one fire in Woodlawn. Fifty years after its founding, the department moved into its fourth quarters.

Location of STMFD Fire Houses & Temporary Quarters



Fire Houses

1. 1919-1924 Eline's Garage, 3914 Frankfort Avenue
2. 1925-1942, 109 Breckinridge Lane
3. 1942-1952, 115 Breckinridge Lane
4. 1952-1969, 117 St. Matthews Avenue
5. 1969—Present (2009), 4114 Lyndon Way— 240 Sears Avenue
6. 1989—Present (2009), 4400 Brownsboro Road

Temporary Quarters

1. Ford Model T, A. L. Hansen's paint shop at 124 St. Matthews Avenue
2. Ford Model T, rear Gresharber's Saloon and several other places
3. Ford/Seagrave was installed new 1941 at the Ford Agency on the East side behind double doors.
4. White Salvage Wagon was stored on the Monohan Farm about two years around 1941 and 42.
5. Betsy was stored (so we could get to it) at the Pendergrass Chevrolet building by Landor Bowling Alley although it was not called Pendergrass at the time. 1950, 1951 part 1952.
6. Betsy, S-2, loaned to Lyndon Fire Department, in 1952 after we moved in to our new house.

1919/1920

Bowman field was said to have started in 1919. It was officially incorporated May 12, 1920. Over the years there have been a few plane crashes in the STMFD area involving planes coming or going to Bowman field. Bowman Field also had at one time a "fire department" before the City of Louisville took over. They participated in many parades in the St. Matthews area and we know the responded to the St. Matthews Motor Company fire in 1943 (based on newspaper article). Louisville Fire Department history shows that they reactivated Engine 10 in 1948 to provide fire protection to Bowman Field, no record of FD at the airport prior to that. In 1957 Engine 10 was disbanded again and replaced by newly formed Quad Co. #10 and a new fire house was built.

Courtesy Louisville Regional Airport Authority:



History

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

1920s

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

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

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

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



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

1930s

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

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

1940s

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



1919/1920

Possibly the first official photo at the brand new Bowman Field. Abram H. Bowman is on the right and Robert Gast is to the left. The two incorporated during May 1920 so I would think the photo was taken soon after. Their first airplane, in the view, is a Canadian built Curtiss JN Jenny. At the time Bowman Field was out in the county and their first mailing address was Jeffersontown. A crude wooden hangar went up within the next year or so and first real hangar went up in late 1922 or early 1923 when two metal hangars from Godman Field, Camp Knox were moved to BF. They were the only hangars until the late 1920s. Three woodend cottages were also moved from CK at the same time as the hangars and two survive making them the oldest buildings on the field. The photo comes from the U of L photo archives. Courtesy Charlie Arrington.



Courtesy <http://www.nps.gov/nr//travel/aviation/bow.htm>



Curtiss Flying Service Hangar and Administration Building c. 1930
Photo from National Register collection, courtesy of Kentucky Heritage Council



Dedication of the Army Air Corps Hangar in 1932. Photos from National Register collection, historic image courtesy of Kentucky Heritage Council



In 1920 Andrew W. Neichter became Fire Chief and served as Chief until 1937. At that time there were no other officers

Andrew was born in St. Matthews January 27, 1898. He went to grade school here and two years of high school at Holy Trinity. He was a mechanic for A. J. Eline for 35 years before retiring to San Diego California. He was married and had two sons. He joined the department in 1919 and was the departments first Captain, and became the Chief of the department in 1920 serving in that capacity until March 9, 1939. He was also a member of the Board of Directors from 1930 to 1934. He returned to Jeffersontown, Kentucky and died at the age of 94, August 26, 1992.

St. Matthews The Crossroads of Beargrass, by Samuel W. Thomas, 1999: Andrew Neichter, who in 1921 became St. Matthew's second Fire Chief, was married to Theresa Hauntz. He died in 1946 at the age of 70; She died in 1956 at age 81. Judy Ochsner Edwards collection, Beargrass-St. Matthews Historical Society. (Note death information is wrong.)

From: ST. MATTHEWS Don C. Leahy, English 101-B, Miss Lyons, May 1938

This association operated for two years on a helter-skelter, hit or miss basis. The first one to the garage, or the first one to know where the fire was, drove the fire truck. It was one of those old time Ford trucks capable, I think, of doing all of twenty miles an hour. Assuming that our apparatus got to the fire — and it did even though some one had to pull it — there was quite some confusion as to what everyone should do. So in 1921, Andrew Neichter, a mechanic working in Eline's Garage, which is right next to the garage that houses the fire truck, was appointed Fire Chief.

Let me say in passing, that here is really a firefighter. Neichter does not get paid for his services. He is no public hero — being disliked by more people in St. Matthews than liked. But he is a firefighter. In the densest of smoke, in the thickest of fires, he fights it and how! He acts as though crazy around a fire. He has been termed fool-hardy and declared not to have much sense. In case of a fire, or better to say when fighting a fire, he rushes in where angels — nay even devils, would fear to tread. He searches through the smoke for the source of the fire armed only with his hose, and somehow, miraculously, he finds it, and if it can be put right out, he puts it out. I have seen this individual dash into a smoking inferno with never a thought of safety — only the thought of getting to the fire and extinguishing it. He has been overcome by smoke, passed out, been taken to the hospital, seriously ill from lung burn from swallowing too much smoke or fire. But he comes back. And, Ladies and Gentlemen, remember he gets no pay for his job, he is still a mechanic at Eline's Garage. This is his only means of sustenance. Whether he fights fires with such gusto from a personal satisfaction or from some other reason, whether from the feeling of prestige or what? One will never know. He has been declared insane for his throwing-caution-to-the-wind-attitude. But insane or condemned, he fights fires and gets results. That's why Andy Neichter is still alive and still chief of the St. Matthews Volunteer Fire Association.



A forest of poles run east on Shelbyville Road in 1920

1920

Courtesy *St. Matthews Crossroads of Beargrass*, 1999, by Samuel W. Thomas, Mary Elizabeth Ratterman Ruckriegel. 1920—St. Matthews Post Office on the east side of Chenoweth Lane between Westport Road and the railroad tracks. 12 ft. by 16 ft. frame structure.



January 22 & 23, 1920, The Courier Journal

Country Lines Hit.

More than 1,000 feet of trolley wire was down on the Leverage division between **St. Matthews** and Beechwood Station. Wires broke at Doups Point and at the substation on the Jeffersontown line. Traffic to Shelbyville suffered as a result of broken wires at Tarascon, Bonita, Judson and Bellevue Stations.

Traffic on the Louisville & Northern lines to Indianapolis and Jeffersonville was held up an hour at noon, due to a broken wire on the Big Four Bridge.

. . .

Two Are Injured In Freight Wreck Near **St. Matthews**

**Five Cars and Two Caboose
Smashed In Rear-End
Collision.**

Two persons were reported injured, five freight cars derailed and two cabooses and a coal car were burned in a rear end collision of two L. & N. freight trains at 8:30 o'clock last night one mile east of **St. Matthews**. The trains were bound for Louisville from Latonia.

Train No. 35 is reported to have rammed the rear end of an "extra" freight. The fireman and another member of the crew of No. 35 were reported injured.

Five cars of the "extra" train left the tracks and a coal car became ignited. Two cabooses on the "extra" train caught fire from overturned stoves, the report says.

1920

July 25, 1920, The Courier Journal Edited

95 Degrees Establishes Record.

With the thermometer standing at 95 degrees at 2 o'clock yesterday afternoon the record temperature of the year was established. An hour later it had descended to 78 degrees under the cooling influence of the storm.

The thundershower was accompanied by high wind in some localities and damage to telephone wires was reported throughout the eastern part of Jefferson County. Only one wire was working between Louisville and Pewee Valley last night and thirteen of the seventeen wires were down between the city and Anchorage.

Wire trouble also was reported from Jeffersontown, St. Matthews and Harrods Creek.

Due to wire trouble the office of the Cumberland Telephone & Telegraph Company at Anchorage was

(Continued On Page 8, Column 1.)

MAN ON POLE ELECTROCUTED

Electric Worker Cuts Way
Through Charged Wires to
Recover Body.

STORM SWEEPS COUNTRY

(Continued From First Page.)

without light until 10 o'clock last night. Lamps were put into service to aid the operators.

Lightning Cause of Fire.

The St. Matthews fire department was called twice to put out a fire thought to have been caused by lightning on a telephone pole at St. Matthews.

A large tree falling across Eighteenth Street, between Walnut and Cedar Streets, caused a run by the No. 4 truck company. Firemen removed the tree.

Farmers reported that the soaking rain that accompanied the storm greatly benefited the crops of Jefferson County.

Hourly temperatures yesterday were: 6 o'clock, 78; 7 o'clock, 81; 8

November 12, 1920, Henry County Local

VERY SUDDEN DEATH

Alex. Staebler, Contractor on New
Castle-LaGrange Road, Dies of
Heart Failure.

Leaving the "camp" on the New Castle and LaGrange pike Wednesday evening to go to Camp Knox, Mr. Alex Staebler, who had the contract to build two miles of the road, went to his home at St. Matthews and remained over night. Taking an early I. C. train next morning he proceeded on his trip. By the time he had gone a few squares he was severely stricken and had to be carried off the train into the yard master's office where he died in a few minutes. He is survived by his wife and a son, Charles, the latter well known here; also by a married daughter.

After funeral service in the Catholic church at his home, the body will be buried in St. Louis cemetery in Louisville. Mr. Staebler was a clever man, and was well liked in this county.

1920



OCHSNER'S GARAGE, LATER EPP STICK & SONS GARAGE. 1920. STANDING ALONG THE INTERURBAN TRACKS WERE, FROM LEFT TO RIGHT: FRANK AND HERMAN OCHSNER, JOHN BEIERLE AND ALVIN HAEBERLIN. FROM RICHARD OCHSNER COLLECTION.

1920

Board Of Directors

**A. W. Bauer
Henry Bauer
Gilbert T. Dick
A. J. Eline
Robert H. Nanz
Phil G. Rueff
William J. Rueff**

Officers

Chief Andrew W. Neichter

1920

Firefighters

**A. W. Bauer
Henry Bauer
J. J. Butler
R. S. Frank
Richard C. Herdt
Carl A. Hulswede, Sr.
W. "Will" Lausman
Francis Xavier Schuler**

**In the 1920's and 30's many citizens helped the volunteers but
were not on the "roster."**

1921

**December 12, 1921, Ekstrom Library of University of Louisville, Caufield & Shook collection,
CSO 39883, Frankfort Avenue at Cannon s Lane, S. E. corner.**



Overheated Stove Starts \$800 St. Matthews Fire

Loss estimated at \$800 was caused by fire, originating from an overheated stove last night, at the residence of William Rueff, between Louisville and St. Matthews.

The fire broke out while the family was at supper. It was extinguished by members of the **St. Matthews fire department**.

Mr. Rueff said he called the Louisville Fire Department, which refused to answer the call. This was explained at the fire tower. It would require two lines of hose to carry a stream to the Rueff residence, it was said. And too, the Louisville department learned that the St. Matthews department was making the run, it was said.

LOWER INSURANCE RATES MAY RESULT FROM RERATING

Frankfort, Ky., Jan. 21.—Re-rating of Louisville by the Kentucky actuarial bureau, in the opinion of J. Al Steltenkamp, of the department of fire prevention and rates, will result in a reduction in most insurance rates.

Representatives of the department are following up the inspection advising on the removal of hazards for which "after rates" are affixed to the basic insurance rate. This work will not be finished for several months.

In his semi-annual report to State Auditor John J. Craig, Mr. Steltenkamp said that forty-one towns, including the Big Sandy coal district, have been inspected and rerated since July and reductions in insurance obtained, ranging from 10 to 50 per cent. The towns are Bedford, Bevier, Bloomfield, Boyd, Betsy Lane, Big Sandy district, Cornishville, Caseyville, Clinton, Carter, Ewing, Falls of Rough, Glendean, Ghent, Grahn, Gibson, Harlan, Hansen, Hitchens, Inez, Jeffersontown, Keyser Station, Loretta, Lovelaceville, Morganfield, Mackville, New Haven, Poor Fork, Paintsville, Parksville, Poplar Plains, Port Royal, Raywick, Shepherdsville, Slaughter-ville, **St. Matthews**, St. Marys, Toler and Harold.

Dwellings beyond the corporate limits of protected towns, but within 1,000 feet of a fire hydrant by road, now receive the same rates as dwellings within the city. If the fire department includes a pumper, risk may be extended to 1,000 feet.

FIRE RISK RATE FALLS IN STATE

Charges In 41 Towns Reduced After Action By Prevention Department.

REDUCTIONS HERE SEEN

Special to The Courier-Journal.

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Dwellings beyond the corporate limits of protected towns, but within 1,000 feet of a fire hydrant by road, now receive the same rates as dwellings within the city. The same rule applies to mercantile risks within 500 feet of a hydrant. If the fire department includes a pumper, mercantile risks may be extended to 1,000 feet. Mr. Steltenkamp said a marked reduction in many instances.

During the six months ending December 31 there were 594 fires in Kentucky, of which ten were reported as incendiary and 107 unknown. Three convictions of arson were obtained, while eleven investigations are pending.

This is the first six months of the new department, which has taken over the duties formerly performed by the State Fire Marshal and the Superintendent of Rating.

1921

May 16, 1921, *The Courier-Journal*

April 5, 1921, *The Courier-Journal*:



May 22, 1921, *The Courier-Journal*



Proposed new home of Bank of St. Matthews.

THE new home of the Bank of **St. Matthews** will cost approximately \$30,000. It will consist of two stories and a basement and will be 43 by 52 feet. The large safety deposit and money vault will be modern in all details. The bank fixtures will be of selected walnut, marble and bronze.

Middletown Church Classes Fight Fire

Aged Man, Furniture and Carpets Saved As House Is Destroyed.

Sunday-school exercises were ended abruptly a few minutes after they started in three churches at Middletown yesterday morning, and the congregations soon were carrying household goods from the residence of J. W. Dugan, 93 years old, which was ablaze.

Mr. Dugan resided in the two-story frame house, next to George H. Wellington's garage, with his two daughters, Misses Sally and Anna Dugan.

A blaze was shooting from the roof when Levy Brooks, garage employee, saw it. He warned Miss Sally Dugan after which he helped carry Mr. Dugan to safety.

In the meantime the cry of "Fire!" was taken up. L. P. Wetherby was on the way to the Methodist Church to hold Sunday-school when he heard it. He ran to the fire.

He was helping carry out furniture when his class appeared in a body and immediately began to work.

Not to be outdone, the Sunday-school classes from the Christian Church and Baptist Church arrived a few minutes later.

Everything in the house, including the carpets, was saved. The house, valued at \$2,500, was destroyed before the **St. Matthews Fire** Department reached the scene.

1921

July 11, 1921, The Courier-Journal

October 26, 1921, The Paducah Sun-Democrat

Alvin A. Evans Injured In Collision of Automobiles Near **St. Matthews.**

ONE DRIVER ARRESTED

Four persons had to be helped out of a small sedan when it overturned in a collision with another automobile on the Shelbyville Road a mile east of **St. Matthews** at 10:40 o'clock last night. Alvin A. Evans, driver, suffered a wrenched shoulder, while the other occupants escaped with bruises.

Eugene Stuart, secretary of the Louisville Automobile Club, who was driving from Louisville to his home at Anchorage, came to the rescue of those imprisoned and brought about the arrest of Ben Richey, Eastwood, driver of the other car. Richey was charged with operating a motor vehicle while drunk.

Thomas W. Tharp, 535 East Oak Street, owner of the sedan; Mrs. Tharp, and Mrs. M. T. Evans, 1335 South Preston Street, were the other passengers in the overturned car.

According to Mr. Stuart and Mr. Evans, Richey was driving from one side of the road to the other at high speed. He was going toward Louisville, and swerved against Mr. Tharp's car without warning.

A man who had given the name of Webster and who was a passenger in Richey's car, left his companion. Both automobiles were damaged.

FIRE NEAR HERT ESTATE

(By Associated Press Leased Wire.)

LOUISVILLE, KY., Oct. 26.—

A fire in Bullitt Woods, near St. Matthews, on the Shelbyville Pike and not far from the A. T. Hert estate, is still burning despite efforts of 300 gardeners and the **St. Matthews** volunteer fire department which have battled the flames since yesterday afternoon.

1921

December 14, 1921, Lexington Herald-Leader The Paducah Sun-Democrat

FOUR BUILDINGS BURN AT K. M. I.

**Estimated Loss Is \$100,000;
Students Save Personal Ef-
fects; Some Ammunition
Explodes In Flames.**

By Associated Press Leonard Wire.

LOUISVILLE, Dec. 14.—Four of the five main buildings of the Kentucky Military Institute at Lyndon, ten miles east of Louisville, were destroyed by fire today. The loss is estimated at \$100,000.

The fire, due to sparks from a defective flue, was discovered while the 150 students of the institution were at chapel. They were able to save their personal effects, but were powerless to prevent spread of the flames. Fire departments from Louisville, St. Matthews and Anchorage arrived too late.

The frame barracks were adjoined on either end by the brick science building and Ormsby Hall, the frame and stucco main class room buildings. The fire originated in a defective flue near the roof of the middle barracks. These buildings were placed together to form practically one. No one except the students on guard and Captain Blanchett Davis, instructor, who was ill, were in the building. Captain Davis gave the alarm and the students were marched out of the chapel on the second floor of the science building.

Under the orders of Colonel C. W. Sells, commandant, the boys were directed by student officers and instructors in rescuing their effects. They were told not to attempt to fight the fire and expose themselves to danger. In a few minutes' time the boys had emptied the barracks of their effects and the furniture, rifles, most of the ammunition and equipment. Some ammunition was left, however, as it could be heard exploding as the flames consumed the frame structures.

Captain W. E. Peterson, when the fire was first discovered, mounted to the roof and endeavored to extinguish the flames with a fire extinguisher, but failed to check them.

Sergeant Hugo Quade, regular army man, worked in the armory in the barracks, directing the removal of equipment and ammunition until he was overcome by smoke and carried out unconscious.

When the fire was discovered, all of the students were called into formation by the bugler. Orders were then given to the students to obtain their properties from the building but that in doing so they must not endanger their lives.

The youthful soldiers, hailing from various parts of the country, showed model discipline and no one was injured.

K. M. I. BUILDINGS ARE WRECKED BY \$100,000 BLAZE

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BLAZE LEVELS 4 K. M. I. BUILDINGS

\$150,000 to \$200,000 Loss
Results; 3 Barracks of
Cadets Are Razed.

HISTORIC HOUSE BURNS

Three barracks and the administration building of the Kentucky Military Institute, Lyndon, were destroyed by fire of undetermined origin at 8 o'clock yesterday morning, entailing a loss estimated at between \$150,000 and \$200,000.

The loss is covered partly by insurance. No one was hurt.

All of the 115 students were ordered to their respective homes last night, where they will remain until January 15 when they will go to the school's winter home at Eau Gallie, Fla.

By the time they return, it is expected that the buildings at Lyndon will be in condition to resume the session. Erection of the structures will be begun immediately, it was announced by Col. C. W. Sells, Commandant.

Flames were discovered on the third floor of the center barracks, a three-story frame structure, near a flue. Cadets who were in the chapel in the Science Building marched out following the fire call by the bugler.

Each student was instructed to rescue his personal property.

Historic Building Burns.

One of the structures destroyed by the fire was the old Ormsby building. The building was used as headquarters by soldiers during the Civil War, and was regarded as of historical value to the State.

Small structures, including the recreation building and residences of members of the faculty, were not damaged by the fire. They were saved by Louisville firemen, under leadership of Arnold Neuenschwander, Chief.

BOARD OF TRADE OFFERS AID.

Regret Is Expressed Over Burning of K. M. I. Barracks; Tariff is Discussed.

Regret over the destruction by fire of the Kentucky Military Institute at Lyndon was expressed by directors of the Louisville Board of Trade at their meeting yesterday.

The directors sent a letter to Col. C. W. Sells, commandant, offering a place at the institution's disposal for facilities of the Board of Trade, and urging school officials to call on the board if assistance should be needed.

The directors discussed the so called "American valuation tariff plan" and referred the subject to the board's executive committee for study and future action. Views on the subject are being collected by the National Chamber of Commerce from the 1,400 business organizations composing its membership. It is expected the Board of Trade soon will vote on the proposition.

Charles A. Segner, managing editor of the Louisville Herald, and Richard E. Bran, president of the Louisville National Bank, who were placed on the board's official list of nominations for directors, have announced that they would be unable to serve because of pressing business duties. It became known yesterday. The names of Henry D. Ormsby, vice president of the National Bank of Kentucky, and Peyton B. Bethel, of the City Clothing Company, have been substituted.

1921
Edited

December 14, 1921, Messenger-Inquirer

IN OWENSBORO
Everybody Reads and
Believes in
THE INQUIRER

OWENSBORO INQUIRER

THE FIRST NEWSPAPER IN WESTERN KENTUCKY TO INSTALL A COMPLETE NEWS REPORT OF THE ASSOCIATED PRESS
VOL. XXXII, No. 28, OWENSBORO, KY., WEDNESDAY, DECEMBER 14, 1921. TEN PAGES.

WEATHER FORECAST
CLEAR, 40-50
WEDNESDAY, DEC. 15, 1921
B. C. HARRIS, Editor
J. H. HARRIS, Business Manager

FIRE RAGES IN KENTUCKY CITIES

FIRE DESTROYS PROPERTY LOSS MILITARY SCHOOL AT LEXINGTON IS NEAR LOUISVILLE ABOVE \$200,000

\$100,000 Loss Results From Blaze Threatens a Whole Block in Heart of City's Main Section

IS OLD INSTITUTION CITY HALL IN DANGER

LOUISVILLE, Dec. 14.—(By A. P.)

—Four of the five main buildings of the Kentucky Military Institute, at Lyndon, ten miles east of Louisville, were destroyed by fire today. The loss is estimated at \$100,000. The fire, due to sparks from a defective flue, was discovered while the 150 students of the institution were at chapel. They were able to save their personal effects but were powerless to prevent spread of the flames. Fire departments from Louisville, St. Matthews, and Anchorage arrived too late.

The frame barracks were adjoined on either end by the brick science building and Ormsby Hall, the frame and stucco main class room buildings. The fire originated in a defective flue near the roof of the middle barracks. These buildings were placed together to form practically one. No one except the students on guard and Captain Blanchett Davis, instructor, who was ill, were in the building. Captain Davis gave the alarm and the students were marched out of the chapel on the second floor of the science building.

Boys Save Effects

Under orders of Colonel C. W. Sells, commandant, the boys were directed by student officers and instructors in rescuing their effects. They were told not to attempt to fight the fire and expose themselves to danger. In a few minutes time the boys had emptied the barracks of their effects and the furniture, rifles, most of the ammunition and equipment. Some ammunition was left however, as it could be heard exploding as the flames consumed the frame structures.

The three barracks buildings soon were a seething mass of flames which shot high into the air and could be seen for miles around.

The main building was in flames inside as the fire department arrived and little could be done to save it. It was soon given up as lost. All the school records and movable supplies were saved. The desks and fixtures in the class rooms, however were destroyed.

Science Hall, being of brick, did not catch fire, but the heat broke all the windows on the side toward the burning barracks.

A wooden water tank perched on steel supports just behind the main barracks caught fire, and when the timbers had burned, it fell with a crash into the flaming buildings, sending up a stream of sparks.

The residence buildings, recreation hall, gymnasium were too far removed from the scene of the fire to be damaged.

Captain W. E. Peterson, when the fire was first discovered, mounted to the roof and endeavored to extinguish the flames with a fire extinguisher, but failed to check them.

Sergeant Hugo Quade, regular army man, worked in the armory in the barracks directing the removal of equipment and ammunition until he was overcome by smoke and carried out, unconscious.

When the fire was discovered, all of the students were called into formation by the bugler. Orders were then given to the students to obtain their properties from the building, but that in doing so they must not endanger their lives.

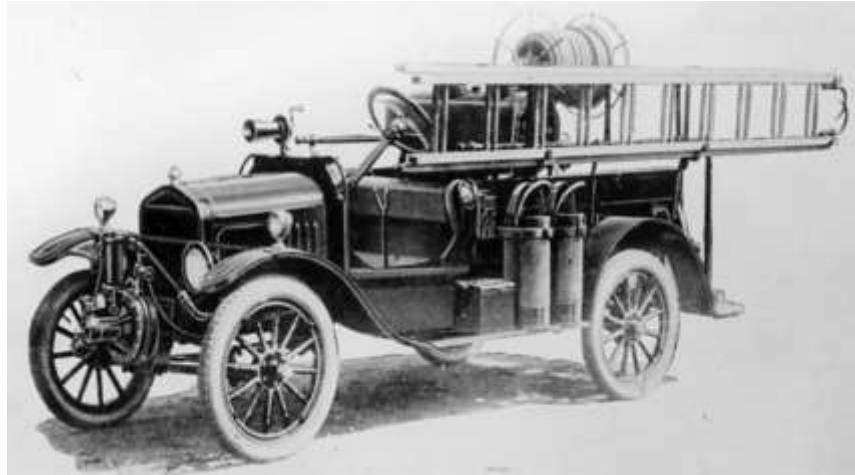
The youthful soldiers, hauling from various parts of the country, showed model discipline and no one was injured.

1921

Second "Fire Apparatus:" A. J. Eline sold the department a 1920 Model T. Ford Truck, which became the departments first motorized fire truck for \$900. The men mounted three, 35 gallon tanks and a ladder on it, and it became a chemical wagon. By chemical wagon we mean soda acid tanks, which were rotated to create pressure to fight a fire with. Like the old soda acid fire extinguishers only much bigger and mounted. **NOTE:** The picture from our 1969 50th Brochure is not the real apparatus. This picture has a pump and is a facsimile of the real truck.

St. Matthews achieved a 9th class insurance classification mainly due to the new 1920 Model T Ford Truck the Department purchased.

1920 Model-T Ford Chemical Wagon – Served from 1921 to 1931, was then sold to Lake Dreamland.



November 14, 1921: A large fire in Jeffersontown, Kentucky, burned almost ½ the town due to all wood frame buildings. They had one chemical unit, all communications were disrupted and they had to drive out of town to get help. Louisville Fire Department sent an engine and a truck and St. Matthews sent manpower.

Courtesy Jeffersontown Fire District Web Site, (2009)

The Great Fire of 1921 — FIRE TAKES HEAVY TOLL IN TOWN'S BUSINESS SECTION

The largest and most destructive fire that the citizens of Jeffersontown were ever called upon to fight, swept through a large area of the business section Monday night. All business houses on the north corner of the public square were razed by the flames, which were first discovered about 11:30 by J. L. Wigginton... As Mr. Wigginton ran from his room in the Haven Hotel, he noticed a blaze across the street in the rear of Young Bros. property. Running back to Mr. Young's private garage, he discovered that a shed in front of the garage was in flames...

All the buildings being frame structures, the flames spread swiftly from building to building until, within only a few minutes, the entire corner was ablaze.

The telephone exchange being located on the second floor above Young Bros. store, the service was soon put out of commission. The town fire truck, being close at hand, was gotten on the scene promptly and Chief Brooks and his men began fighting with the chemical apparatus, against the big odds. Deckman made record time on his motorcycle to Louisville to request the aid of the city fire department. In the meantime, men, women, and children answered the alarm from far and near, all aiding in the valiant fight to get the fire under control and salvage as much as could be taken from the burning buildings.

When flames reached Wigginton's grocery its progress was not so swift, as the building was a log structure covered with siding which caused it to burn slower than the other buildings. Next came the office of Myers and Blankenbaker Undertakers. It was decided to wreck this building to prevent the flames from spreading to buildings up the street. Before the wrecking was nearly completed, however, Louisville's No. 11 motorized engine was on the scene and had a big stream of water playing on the Wigginton building and then on the undertaker's office. Thus the flames were soon under control.

The list of those who suffered loss by the fire follows: Young Bros. - Grocery, meat shop, soda fountain, ice cream plant, living apartments, Jeffersontown Battery Service, D. J. Gill - Harness and shoe repair shop, Cumberland Telephone Co. - J. W. Robinson, proprietor, Central Garage - Truck and passenger car, Wigginton and Giacalone, pool room and barber shop, J. L. Wigginton, grocery, Myers and Blankenbaker Undertakers, *The Jeffersonian*; November 17, 1921

November 14, 1921: A large fire in Jeffersontown, Kentucky, burned almost ½ the town due to all wood frame buildings. They had one chemical unit, all communications were disrupted and they had to drive out of town to get help. Louisville Fire Department sent an engine and a truck and St. Matthews sent manpower.

Courtesy Jeffersontown Historic Museum, Beth Wilder, November 1, 1921:

Courier-Journal
Nov (1)5, 1921

JEFFERSONTOWN SWEEP BY FIRE

Six Buildings Destroyed With Loss Estimated At \$68,700; Two Men Injured

Each Jeffersontown resident who was able, struggled desperately, but they could not stem the march of fire which started shortly before last midnight in the rear of a grocery and swept the town's principal block.

Six buildings were destroyed, entailing a loss estimated at \$68,700. Two men are known to have been injured.

Origin of the fire has not been determined. It started at about 11:30 o'clock in a rear room of Young Brothers' general store, which stands on a corner in the center of the town.

Miss Lois Spangler was on duty in the office of the Cumberland Telephone & Telegraph Company's office on the second floor of the building. When she discovered the fire she sounded the alarm. She notified S.O. Brooks, Chief of the Fire Department; and other residents.

Girl Remains At Post.

And when it was certain that the town's department would be unable to check the blaze, Miss Spangler remained at her post of duty in an effort to summon outside aid. But it was too late. The wires had been severed by the flames.

The nearest telephone was at Hikes Point, several miles away, and the flames spread rapidly before Louisville was informed of the conflagration.

After eating its way from the starting point, the blaze enveloped the general store. It then leapt next door to the Central Garage, another large building, in which were stored several cars.

Bucket Brigades Formed.

Bucket brigades were formed by men and women, but the odds were too great. Rapidly the fire consumed the garage and communicated to the pool room of Wigginton & Giacalone.

A light wind carried tongues of flame across the roof of the undertaking establishment of Myers & Blankenbaker, then to the Evans Battery Service Company's Building.

Meanwhile, volunteers were carrying on in an effort to check the blaze. The fire department's chemical was being urged to its utmost. Finally the chemical stopped. James Bowles was sent after acid. In returning with it, some of the liquid spilled, burning Bowles about the arms and legs.

Man Suffers Burns.

Seeing that it was useless to fight the flames, residents devoted their time to saving articles from the burning buildings. P.T. Litterer was burned about the fingers and feet while engaged in this work.

Because of the intense heat, the rescue work was of short duration.

Two fire trucks from Louisville reached the town about 12:30 o'clock this morning. Water was pumped from the town well, but the well soon went dry.

1921

November 14, 1921: A large fire in Jeffersontown, Kentucky, burned almost ½ the town due to all wood frame buildings. They had one chemical unit, all communications were disrupted and they had to drive out of town to get help. Louisville Fire Department sent an engine and a truck and St. Matthews sent manpower.

Courtesy Jeffersontown Historic Museum, Beth Wilder, November 1, 1921:

Firemen then went to the Mill Pond, and it was feared that the water supply there also would give out. By this time, however, the fire had practically spent itself.

A large yard separate the last burning building from the nearest structure, forming a dead line. The blaze was pronounced under control at 2:30 o'clock. Losses estimated were as follows:

August Young, \$23,000; Leon Wigginton, \$20,000; August Robinson, \$8,000; Evans Battery Service Company, \$1,500; Myers & Blankenbaker, \$3,000; Central Garage, including cars in it, \$8,000; St Edward's Catholic School, scorched, \$100; Hoeflich Grocery, scorched, \$100.

Jeffersontown long has been Henry Watterson's "home town."

According to Collins' History of Kentucky, Jeffersontown first obtained its charter in 1794 as Newton. Later it was called Jefferson and then Jeffersontown. Before the advent of good roads and automobiles it was the favorite stopping place of drovers and farmers on their way to Louisville.

Charter Fight Recalled.

About a year ago residents of Jeffersontown were divided into two factions over an attempt to abolish the town charter through a court order and place its government under county officials.

The controversy dates back to the discovery in the summer of 1920 of a flowing oil well under the residence of Joseph H. Ellingsworth and the subsequent discovery of 2,000 gallons of refined oil in the abandoned town pump seventy-five yards distant.

The oil found in the pump, the basic element of which was gasoline, was in such a refined condition that it could be taken from the well and used in automobiles.

The petition to abolish the town's charter was filed by Mr. Ellingsworth. Later a counter-petition, headed by Dr. John R. Shacklette, was submitted in the court of Judge Samuel B. Kirby asking retention of the charter.

Approximately 700 persons live in Jeffersontown, it was said.

Photo may be of Stucky family home, which burned.



1921

Courtesy of Ekstrom Library, University of Louisville, December 12, 1921, Looking east on Frankfort Avenue at Cannon's Lane.



1921 & 1922

Board Of Directors		Officers	
A. W. Bauer Henry Bauer Gilbert T. Dick A. J. Eline R. H. Nanz Phil G. Rueff William J. Rueff		1921 & 1922	Chief Andrew W. Neichter
Firefighters			
A. W. Bauer Henry Bauer J. J. Butler R. S. Frank Richard C. Herdt Carl A. Hulsweide, Sr. W. "Will" Lausman Francis Xavier Schuler			
In the 1920's and 30's many citizens helped the volunteers but were not on the "roster."			

1922, WHAS Radio goes on the air, Louisville, first radio station.

Autoist Dies In Crash With Interurban Car

**St. Matthews Contractor Is
Killed When Machine Is
Struck At Crossing.**

Charles A. Buchhold, 60 years old, building contractor, of **St. Matthews**, was killed at 12:30 o'clock yesterday afternoon when the automobile he was driving collided with a LaGrange interurban car on the Shelbyville Road near **St. Matthews**.

Mr. Buchhold was driving southeast on the road and the interurban, in charge of Charles V. Smith, motorman, and F. K. Farriell, conductor, was going west. The automobile was wrecked and Mr. Buchhold's head and body were crushed.

He died while being taken to a hospital. During the morning Mr. Buchhold had been supervising work on a garage on the Shelbyville Road and was returning home for lunch at the time of the accident.

Surviving him are three sons, Christopher, Frederick and Adolph Buchhold. Funeral arrangements have not been made.

Junior Farm Clubs of County Enjoy Picnic

**165 Young Agriculturists
Vote to Make Affair
Annual Event.**

About 165 boys and girls, members of the Junior Agricultural Clubs of Jefferson County, held a picnic yesterday at the county fairgrounds, Fern Creek. S. W. Anderson, Assistant County Agricultural Agent, and Miss Elizabeth Cornelius, Home Demonstration Agent, were in charge.

Most of the children were accompanied by their parents, and the picnic programme, in addition to a basket lunch, consisted of group games and an address at noon by **G. T. Dick**, cashier of the Bank of **St. Matthews**. Mr. Dick discussed the advantages of education and the importance of the boys' and girls' club work.

The boys and girls went to the picnic from all parts of the country and voted at the end of the day to make the affair an annual event.

August 6, 1922, The Courier-Journal

St. Matthews' Largest Church **Plans for New Priest House**



Holy Trinity Church at **St. Matthews**, valued at \$75,000 is making plans to add a new priest house to its present unit of church and school.

HOLY TRINITY CHURCH of **St. Matthews**, already a splendid edifice and claiming the largest membership of any church in the community, is starting plans to add another structure to its present unit. The old priest house, adjoining the church, which has for years been a land mark for **St. Matthews**, is no longer able to fill the need felt, and plans are now under way for the erection of a new home at a proposed cost of \$50,000, according to the Rev. John Bohlsen.

The first funds toward this building programme are to come from the annual picnic and chicken dinner to be held on the church lawn Wednesday. The picnic will be an all-day affair and past records point to a probable attendance of between 16,000 and 18,000 persons. The sup-

per will be served from 4 to 7 o'clock in the dining-room of the church which will accommodate 300 at a time.

During the day various booths and concessions will be operated on the grounds. William J. Rueff is general chairman of all arrangements and the dining-room will be in charge of the Ladies' Sodality of which Mrs. Mayme Stich is the president. There will be free transportation from the city limits to the picnic grounds.

Holy Trinity Church as it now stands was completed in 1915 at a cost of \$75,000, according to the Rev. Bohlsen. The parish membership is 150 families and the school, which is in connection with the church, and conducted by five Ursuline teachers, had an attendance of 175 pupils last year.

1923

Construction began on the second fire house in late 1923. 109 Breckinridge Lane. Occupied from January, 1924 until 1942.

In 1923 Mr. Jesse Ogden who owned the drugstore at the corner of Breckinridge Lane and Frankfort Avenue gave the department the use of a piece of property at 109 Breckinridge Lane. In late 1923 Mr. Lawrence Stich started construction on the fire house at the agreed price of \$700.00. In January of 1924 the fire house was occupied. It was big enough to hold one fire truck. After vacating this fire house years later it became a shoe store, operated by Rudy Linebach, a firefighter. In January of 1974 it was torn down and became a parking lot.

Jesse Ogden owner of Ogden & Bushemier Pharmacy also had the alarm system moved to his store, and he became the departments alarm system, after they bought their first siren. It was mounted on the side of Eline's building. Mr. Ogden would take the calls from the Drug Store and sound the siren from the store.

November 21, 1973: *The Voice-Jeffersonian*, by Nancy Garling: Linebach mends last shoe:

Thus the department now had a Chief, a few firefighters, a fire house, fire truck and an alarm system to notify the firefighters of a fire. They also had one fire hydrant where Lexington Road and Frankfort Avenue met. What more could you need?



December 19, 1923, The Courier-Journal

**HERT MODEL BARN
DESTROYED BY FIRE**

The model cattle barn of Hurstbourne, Mrs. A. T. Hert's farm on the Shelbyville Road and Fink's Branch Road, was destroyed by fire last night. The loss was estimated at \$10,000.

The 110 head of cattle housed in the barn were removed to safety. Two silos filled with winter feed for the cattle also were destroyed.

A bucket brigade formed of employees was unsuccessful in fighting the blaze, as was the **St. Matthews Fire Department**.

1923

March 28, 1923, The Owensboro-Messenger

The Courier-Journal

SCHOOL HEAD IS KILLED BY TRAIN

**Principal of Louisville Girls
High School Struck When
Car Stalls.**

Louisville, March 27.—Prof. Hamilton B. Moore, 54 years old, principal of the Louisville girls high school, was killed early tonight when his automobile was struck by an east bound freight train at the St. Matthews avenue intersection of the Louisville and Nashville railroad at St. Matthews. His son, Robert, 10, escaped uninjured.

Prof. Moore had taken his wife to the city limits, where she boarded a street car en route to the Second Presbyterian church, and was returning home with his son. The boy said the automobile was forced to stop a few feet from the railroad tracks, and he and his father alighted, the latter trying to push the car across.

Prof. Moore re-entered the automobile and was attempting to start the motor when the train crashed into it, it was said. The boy remained out of the car.

Prof. Moore was born in Saranac, N. Y., and was a graduate of Cornell university. He received the degree of master of arts at Indiana university.

He came to Louisville in 1905, remained until 1915, when he went to Newark, N. J. In January 1916 he returned to Louisville to become principal of the girls high school, in which capacity he had served continuously since.

MOORE DIES AS TRAIN HITS AUTO

Son, Robert, 9, Outside Stalled Car. Escapes Injury
At St. Matthews.

DEATH INSTANT, IS BELIEF

(Continued From First Page.)

having taught in the Indianapolis High Schools and Indiana University, he became head of the English Department in the Male High School and remained until 1915, when he accepted a similar position in Newark, N. J. In January, 1916, he returned to Louisville to become principal of the Girls' High School, in which capacity he has served continuously since.

Summer School Pioneer.

He originated the summer school system here, it is said, and was in charge of summer school work in Louisville for three years. English was his subject throughout his teaching career. Two editions of classics of his editing, Thackeray's "Henry Esmond" and Dickens' "Tale of Two Cities" have been in general use in schools and colleges for some time.

Recognition of Professor Moore's abilities as an organizer was given on the occasion of his appointment to his recent position when the Board of Education authorized the statement that his services in reorganizing the Male High School and taking over the personnel of the old Commercial High School had proven of the highest value.

He is survived by his widow, Mrs. Florence Moore; two sons, Martin and Robert Moore, of Louisville, and a sister, Mrs. J. D. Bowen, of Kalamazoo, N. Y.

Funeral arrangements have not been made.

April 17, 1923, The Courier-Journal

MAN KILLED BY AUTO NEAR ST. MATTHEW'S

**Lakeland Chauffeur Held For
Manslaughter.**

A man believed to be Harvey Whitesides, 50 years old, 2417 West Madison Street, was struck and killed by an automobile on the Shelbyville Pike near St. Matthews at 1:50 o'clock this morning. Courtney James, St. Johns, Ky., a chauffeur from the State Asylum at Lakeland, driver of the car, was arrested on a manslaughter charge. Whitesides was identified only by a Louisville Railway Company pass which he carried. James said the man, who was walking in the road, stepped in front of his car.

HERT MODEL BARN DESTROYED BY FIRE

The model cattle barn of Hurstbourne, Mrs. A. T. Hert's farm on the Shelbyville Road and Fink's Branch Road, was destroyed by fire last night. The loss was estimated at \$10,000.

The 110 head of cattle housed in the barn were removed to safety. Two silos filled with winter feed for the cattle also were destroyed.

A bucket brigade formed of employees was unsuccessful in fighting the blaze, as was the **St. Matthews Fire** Department.

71ST VICTIM IS KILLED BY AUTO

**George Wills, Nurseryman,
Hit On Frankfort Avenue
Near His Home.**

The seventy-first automobile victim of the year in Jefferson County, according to the records of Coroner Roy L. Carter, met death on Frankfort Avenue, near Cannon's Lane, early last night. Automobile fatalities in 1922 totaled forty-six.

Ben Brightenbach, 28 years old, **St. Matthews**, driving east on Frankfort Avenue, struck George Wills, 69 years old, a nurseryman. Wills' skull was fractured and he was dying when he was picked up.

Brightenbach was arrested and charged with manslaughter. He said he was driving closely behind another automobile and didn't see Wills until he hit him. In the car with Brightenbach were M. B. Schindlbauer, 1887 Brownsboro Road, and E. P. McClure, 164 William Street.

Wills, who lived on Richard Avenue, west of Cannon's Lane, was killed within a short distance of his home. He is survived by a son, J. P. Wills, with whom he lived, and a brother, John Wills, Eminence.

George Reuther, 26 years old, 628 South Thirty-seventh Street, was taken to the City Hospital yesterday unconscious. He received injuries to the head when the automobile which he was driving overturned at Cane Run Road and Camping Ground Road. A broken steering gear is believed to have caused the accident.

1923

Snapshots of St. Matthews in 1923: A few of the structures and sites the STMFD had to protect in 1923.



Beargrass Church, June 6, 1923, ULPA 1994.18.0375



Greathouse School, June 16, 1923, ULPA 1994.18.0376 University of Louisville, Photographic Archives



Loading truck, St. Matthews, KY, 1923, ULPA 1994.18.0377 University of Louisville, Photographic Archives



Post Office, St. Matthews, KY, 1923 ULPA 1994.18.0378 University of Louisville, Photographic Archives



Irish potatoes near St. Matthews, Unknown Date, KNU-1987PH2 -1644 Kentuckiana Digital Library Great place for a field fire!!



Courtesy *St. Matthews The Crossroads of Beargrass*, 1999, by Samuel W. Thomas.

ST. MATTHEWS BANK ON THE NORTHEAST
CORNER OF CHENOWETH LANE AND
SHELBYVILLE ROAD. 1924. GIVEN BY SARA
ELINE BREELAND TO THE BEARGRASS-ST.
MATTHEWS HISTORICAL SOCIETY.

1924

June 1924: The St. Matthews Community Club was formed. Its main function was to help the fire department and improve fire service throughout the community.

August 22, 1924: *The Courier-Journal* reported that the Community Club demonstrated its powers on firefighting by building a huge bon fire and then extinguishing the fire in record time.

August 26, 1924: First of the annual St. Matthews Festivals held in the triangle in St. Matthews (where the Vogue Theater is now located), sponsored by the Community Club. The club raised money for community activities but the main recipient of the money was the fire department. It became a tradition to start the parade with the Model T leading the way.

November 24, 1924:

COMMUNITY CLUB

Meeting Brings Out Importance of Maintaining Fire Dept. – Members Active.

The Building Committee, thru F. X. Schuler, reported the Engine house finished and occupied by the newly painted equipment. It is estimated that about \$100.00 is saved on its construction from the original figures of \$800.00.

Mr. J. J. Elder then introduced the speaker of the evening, Mr. Brady, who was sent by the Kentucky Actuarial Bureau. Mr. Brady pointed out the importance of maintaining the fire apparatus, as negligence will cause heavy financial losses to residents in increased insurance rates. For instance under the new rules of the Bureau, which has now been cancelled, one business house saves \$50.00 in annual insurance rates and a resident, whose name is omitted saves \$93.00 in increased insurance rates. An urgent appeal was made for everybody to pay their assessment to the Fire Association that all bills may be met when due and a surplus accumulated to be ready in case of an emergency or accident to the present equipment.

Mr. Elder thanked Mr. Brady for kindness to talk to our Club. Wm. J. Rueff for the Entertainment Committee promised to show the new Engine House all decorated up after the meeting and refreshments will be served in celebration of the event.

January 6, 1924, The Courier-Journal

FIRE DESTROYS TWO RESIDENCES

**Anchorage Home Burned With Loss
of \$12,000.**

Fire, believed to have started from a defective flue, destroyed the residence of Dominick Zehnder, Jr., on the Lexington Road near Cannon's Lane at 4:30 o'clock yesterday morning.

The flames were discovered by neighbors.

Mr. Zehnder, his wife and their five children left the burning house with difficulty and walked a block in their nightclothes to the residence of a neighbor.

The **St. Matthews Volunteer** Fire Department and No. 7 Hook and Ladder Company from Louisville went to the scene. The residence was valued at \$9,000.

The residence of Arthur C. Bonycastle, near Anchorage, was destroyed by fire at 2 o'clock yesterday afternoon with a loss of \$12,050. Firemen from Anchorage, who went to the scene, experienced difficulty in getting water to the flames because of freezing pumps.

1924

January 4, 1924, Lexington Herald-Leader

FINED RESULT COCK MAIN
LOUISVILLE—A cock main on the farm of H. Wolff on the Manslick road Dec. 20 had its aftermath in county court when four of the alleged promoters appeared and entered pleas of guilty to charges of conducting a chicken fight, each being given a fine of \$25 and \$2.50 in costs. They were R. D. (Dick) Williams, turfman; Henry Bauer, **St. Matthews** grocer; Paul, alias "Yolley" Elfert and William Detzel. The fines were fixed at \$25 on recommendation of Assistant County Attorney William F. Clarke.

February 28, 1924, The Courier-Journal

AUTO DESTROYED BY FIRE.
An automobile owned by H. Winchester, **St. Matthews**, caught fire and was destroyed on Breckinridge Lane at 8:30 o'clock last night.

May 2, 1924, The Courier-Journal

**St. Matthews to
Have New Bank**

**Phil A. Hunt Named President; Opening Is Set
for May 31.**

Another community bank has been added to Jefferson County's financial institutions with the establishment of the Farmers' Bank and Trust Company of **St. Matthews**. Organization was completed at a meeting last night.

Officers elected were: President, Phil A. Hunt, former Jefferson County Commissioner; vice president, Charles Oschner, and treasurer, F. M. Hoagland. Directors are: A. W. Bauer, land, Directors are: A. W. Bauer, Charles H. Fust, J. H. Ewing, C. Mortensen, Mr. Oschner, William Haunze, W. Marshall Bullitt, Henry M. Kaelin, A. J. Eline, Edward Borie and Mr. Hunt.

The bank is capitalized at \$40,000 and has 160 stockholders. A new bank building is under construction and will be opened May 31.

May 22, 1924, The Courier-Journal

WOMAN SOUGHT IN AUTO DEATH

Man Killed On Shelbyville
Road; Case Similar to
James Death.

For the second time within three months a man walking on a road near Louisville has been struck and killed by an automobile, the driver of which has sped on and has concealed his identity from the police.

A woman may have been at the wheel of the car which Friday night struck Louis J. Hinze, 57 years old, near Brown's Lane on the Shelbyville Road near St. Matthews. Hinze died at St. Anthony's Hospital shortly before midnight Tuesday.

The first of the two men to meet was killed and while denying that his car struck James, told police that he had carried the injured man into a coal office nearby. No inquest was held this fate was William H. James, killed March 6 at Seventh Street and Bernheim Lane. John L. Dodd, 1646 Everett Avenue, a salesman for the

(Continued on Page 3, Column 1)

WOMAN SOUGHT IN AUTO DEATH

Man Killed On Shelbyville
Road; Case Similar to
James Death.

(Continued from First Page.)

The Louisville-Carlson Company came to the Police Station the night after James was killed, and with the death of James, and with the testimony of James, whose testimony was apparently important, never were asked to

the light was thrown upon the mystery of Hinze's death last night when F. X. Schuler, a member of the firm of Schuler & Bauer, St.

PAINTING
ENAMELING
REBUILDING
LONGEST BROS. CO.
723 SOUTH THIRD ST.

Both and You'll See

For 40 Years we have
been Testing Eyes
and Making Glasses.

This is one of the oldest
optical houses in Louisville

Matthews, declared that he took Hinze home after he had been hit and that it was a woman who asked his aid.

The additional circumstances unearthed last night begin with William Minogue, 22 years old, St. Matthews, an agent for the American Life & Accident Insurance Company. He said he was walking home on the Shelbyville Road toward Brown's Lane when a young woman in a coupe drove up to him and stopped.

According to his story she told him she had just passed a man lying on the side of the road. He entered her car and, instead of going back, they drove on to St. Matthews for aid, Minogue said.

There they got Mr. Schuler and he followed in his own car to the scene. Mr. Schuler recognized Mr. Hinze and took him home, he said. In the meantime the woman drove off.

Woman Is Sought.

Police are working on the belief that it may have been the woman who hit Hinze and they are seeking her identity. Minogue described her as being five feet tall and wearing glasses and a gray suit.

Mr. Schuler said that while he was taking Hinze home, he questioned him about the accident. According to Mr. Schuler, all Hinze would say was:

"I don't know what happened."

Hinze had been to the home of his son, Albert L. Hinze, Brown's Lane, and was returning home when he was struck. Besides his son, he is survived by his widow, Mrs. Susie Hinze, and three daughters, Mrs. Albert L. Bauer, St. Matthews, Mrs. Sidney Hagland, Jeffersonton, and Miss Mildred Hinze. Funeral services will be in Cave Hill Cemetery.

WOMAN IS SUSPECTED

LOUISVILLE—For the second time within three months a man walking on a road near Louisville has been struck and killed by an automobile, the driver of which sped on and has concealed identity from the police. A woman may have been at the wheel of the car which struck Louis J. Hinze, 57 years old, near Brown's Lane on the Shelbyville road near St. Matthews, police believe. Hinze died at the city hospital.

1924

June 8, 1924, The Courier-Journal



June 24, 1924, The Courier-Journal

ST. MATTHEWS HAS COMMUNITY CLUB

J. C. Hesse was elected president of the **St. Matthews** Community Club, formed last night at a meeting of more than 100 residents of the community at Mr. Hesse's home. Other officers are: First vice president, William Hoertz; second vice president, James W. Ramsey; secretary, H. C. Kelting, and treasurer, J. J. Elder. The club discussed a plan for placing warning signals at railway crossings and for providing better fire protection. The next meeting of the club will be held July 15.

July 8, 1924, The Courier-Journal

Man and Baby Killed By Passenger Train; 3 Others Found Dead



Above—A view of the crossing where the tragedy occurred. Cross mark shows where White was struck by locomotive.
Below—Nathaniel B. White, one of the victims.

Father Steps in Path of Engine at **St. Matthews**; Girl Dies From Auto Crash.

At 1:30 o'clock this morning Horace Mattingly, negro, 530 West Street, who was taken to Camp Henry ~~by reporters for The Courier-Journal~~ in an effort to identify the body of a man found on the military reservation, declared he had never seen the man before. He could not account for a business card bearing his name found in a purse near the body.

Dr. H. E. McCullough, coroner of Hardin County, said early this morning that indications pointed up to the murder of the victim.

Violence last night had added six persons to its toll of deaths while the automobile, the train, the river and "mystery" checked additional fatalities to their score.

A father carrying his infant son walked into the path of a passenger train and both were killed; a girl died of injuries received last week in an automobile accident; the river gave up the bodies of two victims and the body of

(Continued on Page 3, Column 1.)



C. T. THOMAS, TAX RECEIVER, DEAD

Veteran Real Estate Man Is
Victim of Cerebral
Hemorrhage.

Clement T. Thomas, 45 years old, City Tax Receiver, died at 5 o'clock yesterday morning at his home, 4222 West Madison Street, of a cerebral hemorrhage. Mr. Thomas had been ill since September 15, 1923, when he was stricken with apoplexy while riding on the Dixie Highway in his automobile. He had returned to his desk at the City Hall two weeks ago.

For a score of years Mr. Thomas

SIX ARE DEAD IN ACCIDENT TOLL

Man and Baby Killed By
& N. Train Near
St. Matthews.

FOUR OTHERS ARE VICTIMS

(Continued from First Page.)

A man, dead from an undetermined cause, was found alongside a highway.

Nathaniel Briscoe White, 23 years old, formerly a section hand for the Pennsylvania Railroad, and his 11-month-old son, Raymond, were killed almost instantly at 5:32 o'clock yesterday when they were struck by Louisville & Nashville Railroad train No. 52 on the Shelbyville Road, 100 yards west of **St. Matthews** and near the spot where a year ago Prof. Hamilton B. Moore, principal of the Louisville Girls High School, was killed. White had taken his son to Neihaus's grocery to purchase bread for supper and an ice cream cone for the boy.

The grocery is only a short distance from White's home and is the store to which John A. Glasford, employe of the Louisville Gas & Electric Company went to purchase ice cream a few minutes before he was killed when his automobile was struck by a Louisville & Interurban Railroad Company car on June 9.

White was carrying the bread under his arm and the baby was nibbling the ice cream. The railroad tracks are in plain view for half a mile each way and White had to walk twenty feet across the road before he reached the rails.

He was unable to explain

July 8, 1924, The Courier-Journal

The police were unable to explain why White did not see the approaching train. He walked straight into the path of the locomotive with the infant in his arms. White's body was hurled 100 feet and the body of the baby was severed by the wheels of the locomotive.

Mrs. Esther White, widow, said she could not account for her husband's carelessness. She had intended going to the store with him, she added. Joan Doyle, with whom the Whites lived, said the victim was slightly deaf.

Engineer Tells Story.

The White family came to Louisville three months ago from O'Leary, Ky., near Owensboro. Besides the widow, White is survived by an infant daughter. W. T. Madden was the engineer in charge of the train, continued its journey to Bloomfield.

Mr. Madden last night told The Courier-Journal's correspondent at Bloomfield that White walked deliberately into the path of the train. He said he did not see White until he was almost on the tracks.

Miss Agnes Kimble, 25, of 1454 Hazel Street, died yesterday in a Columbus, Ind., hospital of injuries suffered July 4, when an automobile in which she was riding crashed against a bridge abutment near Columbus. Mrs. Howard Cheney of Jeffersonville was killed almost instantly in the accident. Hugo A. Weber, 144 Hazel Street, driver of the car, was reported last night to be in a serious condition at the Columbus hospital. Miss Kimble was the daughter of Mr. and Mrs. Alfred Kimble of Leitchfield, Ky. The body will be taken there for burial.

Man Found Dead.

The body of an unidentified white man was found shortly before noon yesterday in an unoccupied area of Camp Henry Knox alongside the Dixie Highway.

The man, dressed shabbily and wearing an army raincoat, had several bruises on his head. Army physicians expressed the opinion he had been struck by an automobile.

Nearby was a woman's purse and in the man's clothes was a pocket-book containing \$3. A piece of paper contained the name of "Mrs. Lowry, 120 William Street," and there was a business card of "Horace Mattingly, 140 West Street, Louisville, Ky., City 543," on the back of which was written "Garland Settle, 1224 West Madison Street."

The Lowry woman, Mattingly and Settle, all negroes, last night said they could not recall any person answering the description. Mattingly said he believed he could identify the man, as he knew almost all persons having his business cards. He expressed his willingness to go to Camp Knox to see the body.

Purse Held Clue.

Purse Held Clue.

Hardin County authorities hold the woman's purse an important clue in the case, comparing it to the spectacles in the Franks murder in

Chicago. In each of the man's hands were bunches of grass, indicating he died in agony.

The man had been dead at least a week, Dr. H. E. McCullough, coroner of Hardin County said. He will continue his investigation this morning.

The man's clothing indicated he had lived near a military reservation, but no one has been reported missing in the vicinity of Camp Knox. The man wore an army blouse, blue shirt and khaki trousers. A bruise on the back of the head indicated a possibility of foul play. Robbery was evidently not the motive, as money was found on the body, the police explained.

While the civil authorities are investigating the murder angle, military officials reiterate their belief the man was a victim of a passing automobile, but have offered no explanation as to the woman's purse.

Army officials turned the body over to the Hardin County authorities, who ordered that it be kept at the Camp Knox Base Hospital temporarily.

The body of a man, initials of whose name are believed to be "R. L." was found yesterday morning in Beargrass Creek, 200 yards from the Cut-off Bridge on the River Road.

No marks of violence were found on the body and Dr. Roy L. Carter, Coroner, said he believed the man had been dead four or five days. The man wore a blue serge suit with herringbone weave, striped shirt, tan belt, white socks, low tan shoes and blue polka dot tie. The laundry mark "R. L." was on the shirt and collar. In his pockets were found 10 cents, a collar button, a knife and a new collar purchased at Isaac's Department Store. The suit had been tailored by Philip Weinberg, Clay and Market Streets.

Jacob Isaacs, 250 East Market Street, said his son sold the tie to the man, but he did not know his name.

The man was about 50 years old, sandy haired and partly bald. He wore a moustache. A check revealed the suit had been cleaned by the National Cleaners and Dyers and had been brought to Louisville by J. B. Herndon, bus driver, from Taylorsville. Inquiry is being made to determine the origin of the clothes at that town. The body was found by J. W. Hudson, 1513 Lloyd Street.

The body of the second water victim was found at Evans' Landing, Ind., Sunday and was buried there. A. B. Ellison telephoned to Louisville police and gave a description of the body. His clothing had a label of "Hyman, Louisville." The victim wore a green shirt, tennis shoes and had a tie pin with the initial "A." He had black hair and two front gold teeth. Records at the Louisville Identification Bureau do not show that any persons answering the descriptions of the two bodies have been reported missing.

Life Saved by Aid.

Robert Hyman, 132 East Market Street, last night said he was unable to recall any customer answering the description of the Evans' Landing victim. He said the label might be on clothes purchased from either his son's or his own store. He indicated he would investigate further.

Mr. Hyman went to Miller's undertaking establishment last night to look at the Beargrass victim. He could not identify the body.

Mr. Weinberg said he has checked his records and could find no clue to the person, whose initials are supposed to be "R. L."

However, he said he would look over his books again today and endeavor to find a trace of the customer to whom he sold the clothing.

Fortunately a bystander had been trained in the rudiments of medical first aid and yesterday afternoon the bystander's foresight probably saved the life of Cleve Edgerton, 27 years old, amateur baseball player of New Albany.

Edgerton, who lives at 1826 East Main Street in New Albany, was returning to his work after lunch and made a short cut through the yards of the Interstate Public Service Company at Spring Street. He tried to get across the tracks before the in-bound Louisville car passed, but his foot was caught in a switch.

Before the car could be stopped it struck Edgerton and tore his right leg from the body. William A. Young, a graduate of Bellevue Hospital, New York, the bystander, made a tourniquet of his belt, but to be sure the artery was closed, Young held it with his fingers until physicians arrived. Edgerton was taken to St. Edward's Hospital, where his leg was amputated. Last night it was said his condition was favorable.

TWO TRAIN VICTIMS TO BE BURIED TODAY

The bodies of Nathaniel B. White, 23 years old, and his 11-months-old son, Raymond, both of whom were killed Monday afternoon when they were struck by a Louisville & Nashville passenger train near their home at **St. Matthews**, will be taken to O'Leary, Ky., their former home, this morning for burial.

White had taken his son to a grocery store to purchase bread. On his return trip to the home, 150 yards from the grocery, he walked straight into the path of the locomotive carrying his son in his arms. His widow, Mrs. Esther White, and an infant daughter survive.

1924

July 15, 1924, The Courier-Journal

**CLUB IS TO MEET
AT ST. MATTHEWS**

The recently organized St. Matthews Community Club will hold its first open meeting at 7:30 o'clock tonight on the grounds of Holy Trinity Church, St. Matthews. Addresses will be made by J. C. Kirchdorfer, Phil Bohne and Vincent Smith.

Music will be furnished by Schuler's Orchestra. The committee in charge consists of William Rueff, the Rev. William F. McElroy, the Rev. John Bohlsen, A. F. Heinrich and J. J. Elder.

Officers of the club are: President, J. C. Hesse, and secretary, H. C. Kelting.

October 17, 1924, The Courier-Journal

**ST. MATTHEWS CLUB
LAYS SAFETY PLANS**

Safety methods were discussed Thursday night at a meeting of the St. Matthews Community Club at Eline Hall. Signs warning motorists not to exceed fifteen miles an hour while passing through St. Matthews have been posted by the Safety Committee, it was reported. Organization of a Boy Scout troop was also discussed. Twelve new members were admitted to the club, bringing the total to 113.

August 22, 1924, The Courier-Journal

CLUB TO FIGHT FIRES.

The St. Matthews Community Club last night demonstrated its prowess as fire fighters by building a huge bonfire and extinguishing it in record time. The club has organized a volunteer fire department for protection of the community. Another meeting will be held September 28 at which steps will be taken to raise funds to build an engine house.

September 30, 1924, The Courier-Journal

DRUGGIST IS STRUCK

LOUISVILLE.—Julius Ambrosius, 38, suffered concussion of the brain when struck by an interurban car at St. Matthews. Ambrosius, part owner of the Taylor-Ambrosius drug store, had stepped from a store at St. Matthews when he was struck.

November 6, 1924, The Courier-Journal

**Wall Collapses
In Motor Crash**

**Huge Truck Hurls Automobile Against Barber Shop
At St. Matthews.**

A five-ton truck yesterday afternoon struck a sedan at St. Matthews, hurling it into a barber shop causing a brick wall to collapse on the driver of the sedan and a barber. Neither man was seriously hurt.

Going east on the Westport Road, the truck struck the sedan, driven by Christy Zeltz, 35 years old, Worthington, where the road crosses Chenoweth Lane. The automobile was hurled through the air into the wall, which collapsed, the debris falling on Zeltz and W. C. Crowder, 60, proprietor of the barber shop.

J. Riley, 25, a driver for the Henry Bickel Company, was arrested on a charge of reckless driving by County Patrolman Osborne, who was called to the scene. In the front of the two-story brick structure, the St. Matthews Bank & Trust Company is located. The barber shop and a telegraph station occupy the rear.

1923 & 1924

Board Of Directors

A. W. Bauer
Henry Bauer
Gilbert T. Dick
A. J. Eline
Robert H. Nanz
Phil G. Rueff
William J. Rueff

Officers

1923 Chief Andrew W. Neichter
&
1924

Firefighters

A. W. Bauer
Henry Bauer
J. J. Butler
R. S. Frank
Richard C. Herdt
Carl A. Hulswede, Sr.
W. "Will" Lausman
Francis Xavier Schuler
George John Wurster

In the 1920's and 30's many citizens helped the volunteers but were not on the "roster."

Courtesy, *A Walk With Ray, Memories of Raymond Joseph Kempf*: March 1924

I have previously mentioned the Zehnder Brothers Dairy located in St. Matthews. The business was started during the horse and buggy days (early 1900's). In 1924, they still used the horse and wagon to deliver milk, etc. I believe that it was in March of that year that my brother and I were kept home from school (sore throat or flu). About 10:00 am, we noticed smoke coming from the stable area of the dairy- this is now a parking lot for Meiers and St. Matthews Hardware. The horses were in the stable when the fire started and were led out safely, their heads covered by the coats of the workers, as a horse will not leave a burning building willingly. Once outside, the horses were left standing alone and they immediately returned to the stable-their home. Needless to say, four horses perished. I can still picture the headlines of the Louisville Times, an evening paper at that time. We watched all of the commotion from our kitchen window at 157 St. Matthews Avenue.

The American Legion Post 180 started this year, and for many years they helped raise money for the department. The importance of this can not be stressed enough. Note many of the members names a involved with the fire service and community service at the time and without the money raised by the Legion there probably would not be a STMFD.

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

Post 180 Formed First School Patrol In State

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

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

R. W. Herr, **R. J. Kleet**, F. Y. Miller, C. N. Miller, **C. A. Staebler**, J. S. Osborn, C. D. Schinkle, Paul Bailey, **Irwin P. Bauer**, H. R. Bauer, G. M. Dahl, **O. T. Kremp**, Alvin Kidwell, J. C. Miller, Thomas Ray, C. A. Sargent, I. C. Rueff, Dr. A. D. Wetherby, **Henry Bauer**, **James J. Butler, Jr.**, **T. L. Dobson**, J. B. Ferris, **T. H. Huffman**, S. C. Kriel, C. N. Littrell, G. W. Markwell, Dr. W. B. Standard, **George Wurster**, and H. B. Schlutz.

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

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

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

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

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

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

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

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

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

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

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

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

Had it not been for our Fire Department the tenant house and stable on the Crawford Arterburn farm near St. Matthews would have been completely destroyed, Tuesday afternoon. (St. Matthews)

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

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

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

Courtesy *The Jeffersonian*, September 13, 1934, 10 Years Ago:

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

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

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

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

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

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

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

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

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

1924/1925

Courtesy Al Ring from Plehn's Bakery wall:



1925

April 10, 1925, *The Courier-Journal*:

\$15,000 Fire Laid To Defective Flue

Neighbors Risk Lives Seeking Woman In Home At St. Matthews.

Risking their lives to save a woman who was not in the burning house, neighbors of Dr. Frederick De Haven had narrow escapes Thursday when fire broke out in the DeHaven residence and that of R. J. Clarkson at St. Matthews, causing damage of \$15,000.

The fire, due to a defective kitchen flue, broke out in the DeHaven home on Chenoweth Lane shortly before noon while Dr. DeHaven was in the garden. Before the St. Matthews fire department could reach the ground, flames spread to the eight-room Clarkson bungalow.

Believing Mrs. DeHaven was at home, residents nearby volunteered to dash into the burning house before it was learned that she had come into Louisville.

The fire was covered partly by insurance.

1925

May 26, 1925, *The Courier-Journal*:

ST. MATTHEWS
Pastor Falls Dead
In Church Rectory.



FATHER JOHN BOHLSSEN.

FATHER JOHN BOHLSSEN, pastor of Holy Trinity Catholic Church, **St. Matthews**, was found dead at noon yesterday on the floor of his room in the rectory by Miss Olivia Wenzel, housekeeper. Father Bohlsen had been troubled with high blood pressure for several months but had continued his duties. Death was caused by cerebral hemorrhage, according to Dr. Roy L. Carter, Coroner.

Father Bohlsen had been pastor of the Holy Trinity Church for fifteen years. Yesterday morning he said mass and from 9 to 10 o'clock had given instructions to a class preparing for confirmation. Following a usual custom, he had rested before lunch. When the housekeeper called him at noon she received no response. Looking over the transom, she saw him lying on the floor in front of the door which was locked. Several men were called and broke open the door.

Father Bohlsen was born in Germany. He came to America when a youth and received his education in Kansas. Returning to Europe he studied for the priesthood and was ordained in Belgium.

When Father Bohlsen first came to Louisville he was assistant pastor of the St. Vincent de Paul Church. Later he was assistant at St. Martin's Church and afterwards was assigned to the **St. Matthews** congregation. Under his direction the congregation increased and as a result a \$60,000 church and schoolhouse was built in 1913. A \$125,000 parish house was also built under his guidance.

Father Bohlsen is survived by two aunts, Miss Agnes Bohlsen and Mrs. John Kesting.

BOHLSSEN—The Rev John Bohlsen, in his fifty-fifth year, Monday, May 25, at 11 a.m., at his residence, St. Matthews, Ky. Remains will lie in state in Holy Trinity Church, St. Matthews, on Thursday morning at 9 o'clock. Funeral services Friday morning, Office of the Dead, at 9:30. Solemn Requiem Mass at 10 o'clock. Burial at St. Michael's Ceme-

October 27, 1925, *The Courier-Journal*

Nurse Hit By Interurban May Not Live

**Miss Daisy Spaulding Struck
Near **St. Matthews** En
Route to Hospital.**

A trained nurse, hurrying to St. Mary and Elizabeth Hospital where she was to have gone on duty, was struck and perhaps injured fatally at 5:45 o'clock Monday afternoon by a LaGrange Interurban car near her home in Cornell Place, St. Matthews.

The nurse, Miss Daisy Spaulding, 37 years old, suffered a crushed chest and a fractured leg, according to Dr. A. M. Zaring, of St. Matthews. Dr. Zaring said Miss Spaulding's condition is critical and her condition was such Monday night as to prevent her removal from her home to a hospital.

According to N. T. Potts, conductor on the interurban, Miss Spaulding stepped in front of the car. The interurban was going east at the time.

M. S. Walker, 30 years old, who said he lived at 1828 Eastern Parkway, was arrested and charged with drunkenness in a public place at 6:45 o'clock Monday night after he is alleged to have driven his automobile into another car at Third Street and Broadway, throwing the second automobile against one driven by M. F. Aronhime, of 1500 South First Street, advertising manager for *The Courier-Journal* and *The Louisville Times*.

1925

July 21, 1925, The Courier-Journal

St. Matthews To Stage Festival

Turtle Soup From Famous Recipe to Be An Attraction.

A midway, booths of every description, music and turtle soup, devised from a famous recipe of Mrs. William Hoertz, will be the attractions offered at the first community celebration to be staged in Jefferson County, it was announced yesterday. The festival will be at St. Matthews, August 6, under auspices of the St. Matthews Community Club and will follow similar programmes to those held in other parts of the State recently.

Plans for the community celebration were announced by J. C. Hesse, president, who designated the location on the "triangle," where the Shelbyville and Lexington Roads meet.

The musical programme has been arranged by John F. Nuxol. Along the midway will be attractions similar to those found at county fairs, although no admission will be charged.

Members of the committee in charge of the festival are William J. Rueff, chairman; Mrs. Rueff, Mr. and Mrs. Joseph Cooper, Mr. and Mrs. Hoertz, A. F. Heinrich, the Rev. William McElroy, Norman Rueff, Robert J. Kleet, W. A. Harris, H. C. Kelting, Mr. Nuxol and J. J. Elder.

August 6, 1925, The Courier-Journal

County Festival To Open Tonight

Community Fete Will Be Held At "Triangle" At St. Matthews.

Residents of Jefferson County from Orell to Harrods Creek including thousands from Louisville are expected to be guests of the St. Matthews Community Club tonight at the county's first community festival and celebration. The festival will be staged at St. Matthews on the "Triangle" where the Lexington and Shelbyville Roads meet.

Plans were completed last night for a musical programme which includes an orchestra, the Railway quartette and the Elks' Glee Club under the direction of John F. Nuxol. There also will be a number of booths, a midway, amusement devices and the serving of turtle soup made from a

November 22, 1925, The Courier-Journal

ST. MATTHEWS TO HAVE NEWSPAPER

St. Matthews is to have a newspaper. At least that is the intent of its citizens who announced the plans for the publication at the last meeting of the St. Matthews Community Club.

The publication is to be known as the "St. Matthews Booster," and will make its appearance during the latter part of December.

In the interest of agricultural preservation of the corn crop, Federal representatives of the Department of Agriculture will present slides illustrating the recently found enemy of the corn stalk, the European corn borer, a corn worm, at the Bethel Parish Hall in St. Matthews, December 3. These pictures have been shown in various parts of the State and county.

December 28, 1925, The Courier-Journal

CITY'S POOR SEND CALLS FOR HELP

**Many Families Are
Forced Out As Over-
heated Stoves Start
Blazes.**

FROZEN PIPES CAUSE DAMAGE

**No Relief From Arctic
Weather Is Seen
for Louisville To-
day.**

FACTS IN BRIEF

Twenty-five fires, traceable to the cold weather, forced families out into zero weather here.

Charitable organizations called on to help the poor with food, clothing, shelter and coal.

Temperature of 2 degrees below zero registered here Sunday morning. Cold wave to continue.

Twenty-five runs were made by the Louisville Fire Department in zero weather Sunday and most of them were occasioned by the cold wave.

The fires, a majority of which were in dwellings, caused a total damage of \$6,620.

Zero weather obtained at 5 o'clock and at 10 o'clock Sunday morning, while it was 2 below at 6 o'clock, 1 below at 7, 2 below at 8 and 2 below again at 9 o'clock.

Starts Drop Again.

The downward trend was again noticeable at 8 o'clock Sunday night, when the hourly drop in temperature was from 5 to 4 degrees above zero. The meteorologist expected the mercury to descend equally as far, if not further, than early Sunday morning.

Continued cold is indicated for Monday, but it is quite probable, it was said, that relief will follow on Tues-

day or Wednesday. A similar cold spell hit Louisville exactly one year ago. It was 3 degrees below zero December 28, 1924.

Attempts to force a furnace or stove in extremely cold weather frequently cause a fire, firemen said in explaining the large number of alarms that were turned in. Defective flues were given as causes in some instances and the use of coal for the first time in gas-heated furnaces in others.

Pipes Freeze; Loss \$1,500.

Freezing pipes in the sprinkler system at the factory of the Falls City Clothing Company, 312 West Main Street, caused an alarm to be turned in at 10:15 o'clock Sunday morning and brought about water damage placed by Peyton Bethel, president of the company, at \$1,500. Further damage to the stocks was declared by Mr. Bethel to be averted through the quick action of the Salvage Corps and other fire organizations in spreading tarpaulins.

An overheated towel dryer in the plant of the Long Laundry and Towel Supply Company, 628 West Jefferson Street, caused a sprinkler head above it to start the flow of water at 4:36 o'clock Sunday afternoon. No loss resulted, but a sheet of ice formed over the street and sidewalk in front of the plant before the water could be turned off.

The only fire on Sunday that could be traced to Christmas decorations occurred at 3:19 o'clock Sunday morning in the florist shop of the Fred Haupt Company, 221 West Jefferson Street, where an overheated gas stove set fire to a temporary fence inside the store. The damage was set at \$20.

Fire Rout's Family.

Smoke pouring into the bedroom where Miss Catherine Higbee, 17 years old, was sleeping with a younger sister in the home at St. Matthews of

(Continued on Page 2, Column 2)

25 FIRES HERE IN SUB-ZERO BLAST

**City In Grip of Arctic Weather
With Mercury At
6 Below.**

(Continued from First Page.)

her father, H. C. Higbee, a building contractor, led her to awaken at 5:21 o'clock Sunday morning and to rouse her sister and her parents, who fled from the house in night clothes.

The blaze lasted for an hour and fifteen minutes, causing a loss estimated at \$1,500, of which a large part consisted of damage done to furniture on the first floor. Firemen from the St. Matthews Fire Department and from Engine Company No. 21 and Hook and Ladder Company No. 7 of the Louisville Fire Department, upon responding to a telephone call, found the front door locked and had to break it down before they could enter. Defective wiring was assigned as the cause of the fire.

Seven Homes Hit.

Seven of the blazes to which the Fire Department made runs on Sunday originated with sparks that ignited the roof of a dwelling. The owner of the residence in each case and the amount of the loss were as follows:

R. L. Agers, 102 Seminole Court, \$150; George Bolton, 2209 West Lee Street, \$150; F. L. Schiemann, 1327 Bardstown Road, \$100; W. G. Pugh, 2818 South Fourth Street, \$100; Samuel C. Miller, 54 Hill Road, Castletown, \$50; Mrs. Nellie Brachey, 431 Winkler Avenue, \$50, and George Furdock, negro, 2135 Green Alley, \$10.

An overheated furnace in the residence of J. H. Yates, 2426 West Walnut Street, caused an estimated loss of \$300 at 1:37 o'clock Sunday afternoon. Defective flues were responsible for \$10 damage at the homes of C. H. Brandt, 1435 Christy Street, and Mrs. Catherine Heinig, 1217 South Floyd Street, and defective hearths caused a \$10 loss at the home of William Johnson, 743 South Fifteenth Street; a \$50 loss at the home of J. McHugh, 929 South Twelfth Street, and a \$5 loss in an apartment at 1168 West Broadway, occupied by G. W. Wilson.

December 28, 1925, The Courier-Journal

Kerosene Fires Motor.

Using kerosene in an automobile radiator to prevent freezing was responsible for \$5 damage when the automobile belonging to G. Childers caught fire at Fifteenth and Market Streets at 2:17 o'clock Sunday afternoon. An automobile belonging to R. A. Watson, 1406 South First Street, caught fire while in a garage in the rear of his home at 5:57 o'clock Sunday morning and was damaged to the extent of \$20.

Trash burning in the basement of a bungalow at 4104 West Madison Street, the property of J. Stiger, got out of control at 7:15 o'clock Sunday morning and resulted in \$5 damage to the walls of the cellar.

In an attempt to thaw frozen water pipes with a blowtorch, Philip Fox, 3239 Herman Street, started a fire in his cellar at 6:50 o'clock Sunday night that spread to the weatherboarding and resulted in \$50 damage.

Mice and matches were held responsible for a blaze in the residence of Mrs. Mamie Hackett, 1532 Hale Avenue, at 5:35 o'clock Sunday afternoon. The loss was slight.

A bucket of burning coal occasioned a run of fire apparatus to Eighth and Breckinridge Streets at 4:25 o'clock Sunday afternoon. Firemen were unable to discover from what house the bucket had been carried.

Damage amounting to \$5 was caused by a fire from an overheated furnace in the residence of J. D. Newhauer, 4716 South Third Street, at 4:16 o'clock Sunday afternoon.

Carolyn Hayden, negro, 32 years old, living at 1755 Dumeauil Street, was awakened from a nap in front of the stove at 1:02 o'clock Sunday afternoon by a shower of burning embers. The roof fell in before she could make her escape, but she was uninjured. Overheating of the stove was given as the cause of the fire, which damaged the house and its contents to the extent of \$2,500.

A next door neighbor, it was reported, too lazy to carry his ashes downstairs, threw a redhot bucketful at 2:10 o'clock Sunday afternoon from the second story onto the roof of a frame dwelling at 420 South Twelfth Street, occupied by L. D. Bradford, a negro. The fire caused \$25 damage before it was extinguished.

A defective flue was responsible for a fire at 6:45 o'clock Sunday night at the home of Henry Rodford, negro, 423 South Thirteenth Street, with a loss of \$25.

1925 & 1926

Board Of Directors

A. W. Bauer
Henry Bauer
Gilbert T. Dick
A. J. Eline
R. H. Nanz
Phil G. Rueff
William J. Rueff

Officers

Chief Andrew W. Neichter

1925
&
1926

Firefighters

A. W. Bauer
Irvin Bauer, start 1925
Henry Bauer
J. J. Butler
J. Duvall, start 1925
R. S. Frank
Richard C. Herdt
Carl A. Hulswede, Sr.
R. J. Kleet
W. "Will" Lausman
Francis Xavier Schuler
Justin Clyde Wilken
Fred William Wootton, Jr., start 1926
George John Wurster

In the 1920's and 30's many citizens helped the volunteers
but were not on the "roster."

Courtesy <http://www.masonichomesky.com/index.cgi?id=40>
Matthews

Masonic Home coming to St.



Ground Breaking Ceremony for Present Home—August 7, 1925

1926

May, 1926, *The Jeffersonian*:

Workmen have been busy installing fire plugs, . . . and while the summer is not as late as it should be, the community will be greatly benefited by having them. (St. Matthews)

August, 1926, *The Jeffersonian*:

Fire destroyed a garage at the Harris Mineral Wells near St. Matthews, Monday evening. The damage was estimated at \$1,500 as the fire destroyed the garage building and bottling machines.

September 19, 1926, *The Courier-Journal*

Motor Firm Buys In St. Matthews

Schwarz, Clifford & Scott Announce Purchase of Eline's Business.

Announcement was made Saturday night that Schwarz, Clifford & Scott, dealers in Fords, 640 South Third Street, have purchased the Ford business of A. J. Eline of St. Matthews and will move into the Eline plant at St. Matthews Monday. The realty held by Mr. Eline was not included in the transaction.

The Schwarz, Clifford & Scott firm will retain its Third Street garage and also its used car garage on Seventh Street near Chestnut, for a time, it was announced. The St. Matthews plant contains 40,000 feet of floor space, making it the largest of any Ford dealers in Kentucky, the announcement said.

Mr. Eline was said to be the first Ford agent in the State. It is understood that he will engage in other business.

September 2, 1926, *The Courier-Journal*

10,000 At Fete In St. Matthews

Annual Festival Follows Big Parade Through Louisville.

St. Matthews came into its own when a crowd estimated at more than 10,000 thronged the streets in celebration of the Second Annual Festival of the St. Matthews Community Club Wednesday afternoon and night.

Festivities were begun when a long procession, composed of sixty floats and two brass bands, formed just outside the city limits and paraded to Louisville to advertise the merits of the smaller city.

Returning from Louisville at dusk, the 175 active members of the organization were hosts to one of the largest crowds that had ever congregated in the town, and everything from a big barbecue supper to games and amusements contributed to the general success of the affair. Proceeds will be utilized to contribute to general community betterment and progress, it was said.

Officers of the club are:

President, W. H. Harris; vice president, M. W. Ziegler; secretary, H. C. Kelting, and treasurer, J. J. Elder. W. J. Rueff was chairman of the entertainment committee.

November 18, 1926, The Courier-Journal

MAN DIES IN C. & O. CROSSING CRASH

**Flyer, 40 Minutes Late, Drags
Motor of Buechel Resident
200 Feet Near Here.**

Driving his automobile onto the tracks in front of a fast inbound Chesapeake & Ohio passenger train at the Chenoweth Lane crossing at St. Matthews, John W. Summers, 72 years old, retired hardware dealer of Buechel, was injured fatally at 11:45 o'clock Wednesday morning. The train was stopped and Summers placed aboard, but he was dead when the train reached Louisville.

The crash occurred in front of the garage of J. W. Heskamp & Son, near the Shelbyville Road. Summers was dragged with the demolished automobile for 200 feet along the tracks. Dr. A. M. Zaring of St. Matthews was called and accompanied the man to Louisville, but was unable to save his life.

Train Forty Minutes Late.

Dr. Roy Carter, Coroner, said that Mr. Summers' skull and both legs were crushed in the accident, causing almost immediate death.

T. N. Armstrong, Lexington, engineer of the train, said that he blew his whistle at the crossing, but that, evidently, Summers either failed to hear the signal or attempted to beat the train to the crossing. The train was forty minutes late and was traveling at the rate of fifty miles an hour, Engineer Armstrong said. He was unable to stop the train in time to avoid a crash, he declared.

The train was brought to a stop about 200 feet down the tracks and members of the crew rushed to the victim's aid. They said he was breathing when they picked him up and

(Continued on Page 2, Column 4.)

MAN DIES IN C. & O. CROSSING CRASH

**Flyer, 40 Minutes Late, Drags
Motor of Buechel Resident
200 Feet Near Here.**

C R O S S I N G "GATELESS"

(Continued from First Page.)

placed him in the train. County Patrolman C. K. Osborne investigated the crash and rode to Louisville in the train with the injured man. The train was No. 45, inbound from Lexington, and was in charge of Conductor J. S. Amon of Ashland.

According to persons residing in the neighborhood, the Chenoweth Lane crossing has neither gates nor signal bells. Efforts have been made by the St. Matthews Community Club to have the railroad and interurban companies install signals.

RENDERING OF LEXINGTON MANOR SITE, "A
HIGH CLASS SUB-DIVISION," INTERSECTION OF
CANNONS LANE AND WILLIS AVENUE AT LEFT.
1926, CAUFIELD AND SHOOK COLLECTION
70087, UNIVERSITY OF LOUISVILLE
PHOTOGRAPHIC ARCHIVES



1926

November 25, 1926, The Courier-Journal

CHILDREN'S HOME IS HIT BY FIRE

**Negro Quarters and Garage
Burns; Loss \$5,000;
Will Rebuild.**

Fire of undetermined origin destroyed the garage and building occupied by negro employees of the Kentucky Children's Home Society at Lyndon at 7:30 o'clock Wednesday night and for a time threatened the main buildings of the institution where all of the children are quartered.

The blaze was first seen by employees of the office force and the fire departments at St. Matthews, Anchorage and Louisville were notified. Apparatus from St. Matthews and Anchorage reached the scene within seven minutes and a pumper from Louisville arrived there shortly afterward.

Although it was not necessary to take the 260 children cared for by the society from the dormitories, officials and employees stood ready to take them down the fire escapes on a moment's notice. The majority of the children have been drilled in the use of the fire escapes.

The building which was destroyed was used by ten negro servants employed at the institution. Four automobiles in the garage were saved before the flames destroyed that structure. The laundry, which was threatened for a time, was reported to be saved and at 8:10 o'clock the fire was reported under control.

George L. Schon, superintendent of the home, was in the main building when the fire was discovered and took personal charge of the situation. Employees formed a bucket brigade and fought the flames as best they could until the arrival of fire apparatus.

It is believed the loss will be close to \$15,000.

Mr. Schon said Wednesday night that rebuilding will commence in twenty-four hours. The new structure will be fireproof throughout, he said. Outside of some farm structures, the quarters destroyed was the only frame building in the group. The building destroyed was constructed in 1921.

The ten servants who occupied the building lost their clothes in the fire. The institution was without lights as a result of the fire as a pole carrying electric cables was burned down carrying away the wires. Mr. Schon said as far as could be determined no machinery in the laundry was injured by the water thrown over the laundry.

He estimated the loss at \$5,000 and this is fully covered by insurance, he said. "The firemen of St. Matthews, Anchorage and Louisville did remarkable work," Mr. Schon said. "About fifty of my boys formed a bucket brigade and did work of which I am proud. I am extremely pleased that no one suffered injury."

Origin of the fire remained undetermined Wednesday night. The structure was all ablaze when the fire was first discovered. The servants were away attending a Thanksgiving frolic, Mr. Schon said.

December 26, 1926, Messenger-Inquirer

AUTOS KILL THREE

LOUISVILLE, Ky., December 25. —Frank Burba, 68, was killed instantly this morning about 6 o'clock at St. Matthews, when an automobile came out of the sleety darkness and ran him down. Charles Stich, 19, driver of the car that hit Burba has been paroled on a charge of manslaughter until Monday morning when he will be given an examining trial.

1927

February 13, 1927, The Courier-Journal

February 15, 1927, Lexington Herald-Leader

**4 HORSES CREMATED
AT ST. MATTHEWS**

Four horses were burned to death in a fire of undetermined origin which destroyed a barn in the rear of the Zehnder Brothers' Creamery. **St.**

Matthews Ky., at 10:40 o'clock Saturday morning. The loss was estimated at \$3,500 by Joe Zehnder, garage owned by the St. Matthews Hardware Company, adjoining the stable, was damaged to the extent of \$200. Five of the nine horses kept in the stable were led to safety, by George Wurster and Charles Newman. Engine Company No. 31 and Hook and Ladder Company No. 6 of the Louisville Fire Department responded to the alarm and aided St. Matthews firemen in getting the flames under control.

POSTMASTERS NOMINATED.

**FOUR HORSES BURN
ST. MATTHEWS**—Four horses were burned to death when a large barn in the rear of the Zehnder Brothers' Creamery here was destroyed by fire of undetermined origin. The loss was estimated at \$3,500. Miss Jessie Bullion, who lives next door, discovered the fire and called George Wurster, who with Charles Newman, led five of the nine horses kept in the stable to safety. An adjoining garage was damaged \$200.

March, 1927, *The Jeffersonian*:

Fire destroyed the stable of the Zehnder Brothers' Dairy Saturday morning. Three horses and one mule were burned in the stable. (St. Matthews).

March 22, 1927, The Park Daily News

SCHOOL TEACHER IS KILLED BY AN AUTO

LOUISVILLE, March 22.—(By A. P. Leased Wire)—Mrs. Mollie Morris, 60 years assistant principal at the Greathouse school, **St. Matthews**, died here today from a fractured skull suffered when she was struck by an automobile last night.

Mrs. Morris, a widow, was returning to her home after a trip to a Fifth street address in search of a poor family for whom she intended to buy coal.

1927

April 10, 1927, The Courier-Journal

Masonic Home—they did STMFD printing for years

Pictorial News Section

The Courier-Journal.

Louisville, Ky.
April 10
1927



Impending entrance from Lexington Road, east entrance. — M. Matthews



A general education will be given in this handsome school.

New \$1,700,000 Masonic Widows' and Orphans' Home Dedication Fixed

Plans to erect new home of 100 beds.



Water tower is placed in the "center" of detached building which makes the entrance. This is the dining hall.



Door is in side and the building. This is the state school.



Two more secondary buildings. These are for girls.



Home for widows of Masons.



On a long hill will be an extensive and well-fitted to the city.



Two types of buildings to serve as dormitories for boys.

April 29, 1927, The Courier-Journal

May 29, 1927, The Courier-Journal

Parkway Field Press Box Breaks Into Print



It isn't often that a press box breaks into print, but distinguished visitors in the press box at Parkway Field Saturday impelled the publication of this picture.

At the left is Leo Cotter, Louisville first baseman, who is mending two broken ribs, suffered on May 16 in a collision with "Pep" Florence, Indianapolis catcher.

Next to Leo is F. X. Schuler of St. Matthews, a kind of godfather to all the Colonels.

In the center is George Eyrish, Western Union telegraph operator, who has served at the Louisville ball park continuously since the formation of the American Association. Mr. Eyrish has been stationed at a ball park longer than any other telegraph operator in America.

Second from the right is Richard Meade, president of the Toledo Baseball Club. Before his appointment to the presidency of the Toledo club, Mr. Meade was sports editor of the Toledo News-Bee.

At the right is Reynolds Girdler of Chicago, formerly a member of The Courier-Journal sports staff, who is in Louisville to spend a vacation with his parents, Mr. and Mrs. Tracy Girdler of 639 Western Parkway. Mr. Girdler, Jr., now is a bloated bond specialist for one of the nation's biggest bond houses.

1927

July 4, 1927, The Courier-Journal

3 MOTORS, GARAGE BURN; LOSS \$2,000

Fire of undetermined origin at 3:45 o'clock Sunday morning destroyed three automobiles and the garage of Henry W. Kahn, Sr., 1614 Stevens avenue. The loss was estimated at \$2,000.

Another fire, believed to have been caused by sparks, caused \$300 damage to the roof of Martin Minogue's home, on Westport Road near St. Matthews, at 9 o'clock in the morning.

July 31, 1927, The Courier-Journal



1927

August 31, 1927, The Courier-Journal

September 4, 1927, The Courier-Journal

ST. MATTHEW'S CLUB PLANS FOR BARBECUE

Details for a barbecue September 7, by which the St. Matthews Community Club expects to derive funds for the purchase of a motor pumper for its volunteer fire department, were perfected at a meeting Tuesday night.

John F. Nuxol was made chairman and William J. Rueff vice chairman. Various sub-committees appointed include Dr. J. A. Ohlson, W. P. Shouse, Mrs. William Hoertz, F. X. Sehuler, J. J. Elder, M. W. Ziegler, Louis H. Schweitzer, William Hoertz, T. H. Cooper, T. H. Huffman, Ray Drescher, Miss Margaret Butler, Andy Rueff, W. H. Lausman, H. C. Ketting, Richard Herdt, Nick Linebach, Tom Leahy, Robert Scott, Kuno Plehn, M. D. Elston and Jesse Ogden.

St. Matthew's Makes Ready for Festival

Citizens and Carpenters Start Work on Dance Floor At the Point.

Edward Beck, expert in barbecuing meats and making burgoo, has charge of preparing these dishes for the annual fall festival of the St. Matthews Community Club Wednesday afternoon and evening at The Point, the junction of the Lexington and Shelbyville Roads.

Beef, sheep and pork will be barbecued over wood fires in pits and, with seventy-five gallons of burgoo, will be ready for serving at 3 o'clock in the afternoon, when the outing opens. The committee in charge of the food is composed of Dr. J. A. Ohlson, W. P. Shouse and Mrs. William Hoertz.

Practically all of the booth space has been taken by various merchants, it was announced by John F. Nuxol, general chairman. Various forms of amusement have been provided. A number

of prizes will be given away on the grounds.

A group of citizens, headed by several carpenters, began work Saturday in construction of the big dance floor. The Cardinals Orchestra, popular synopators often heard over WHAS, radiophone of The Courier-Journal and The Louisville Times, has been engaged for the music.

All funds derived from the picnic go toward the purchase of a motor-pumper to reduce the fire hazard and insurance rates of the community. The town chemical engine, advertising the outing Saturday, was driven through the streets with a sign bearing the inscription, "I do not choose to run in 1928."

1927

September 7, 1927, The Courier-Journal

SEPTEMBER 7, 1927.

of the advance in commercial flying, with the theory that "it may be that at no distant date our passenger trains will be co-ordinated with scheduled airplane movements, as they are today with our motor coach runs."

PLANS SET FOR FALL FESTIVAL TODAY

The St. Matthews Community Club has everything in readiness for its big barbecue and fall festival Wednesday afternoon and night to raise funds for purchase of a motor-driven pumper for the St. Matthews volunteer fire department. The Point, junction of the Shelbyville and Lexington Roads, has been decorated and fitted up with lights, merchants' display booths, a dancing pavilion and carnival and refreshment stands.

Preparations were completed to care for 10,000 persons. Various forms of amusement have been arranged, and a score of prizes have been donated for distribution.

The project has the support of the residents of St. Matthews, as the pumper would reduce the fire hazard and insurance rates, it was said. The public is invited.

Courtesy http://digital.library.louisville.edu/cdm4/item_viewer.php?CISOROOT=/cs&CISOPTR=1300&CISOBX=1&REC=13
Journal
Louisville station 21 made many runs with STMFD
Engine Co. #21 Firehouse, Louisville, Kentucky, 1927.



Title Engine Co. #21 Firehouse, Louisville, Kentucky, 1927.
Contributors Caulfield & Shook (photographer)
Description Address: 2620 Frankfort Avenue, Louisville, Kentucky. A trolley approaches the firehouse at the corner of Frankfort and Frank Avenues in the Crescent Hill neighborhood. An advertisement on the trolley reads, "First Mortgage Bonds without a loss for over 40 years. Kentucky Title." Four men stand near the entrance to the building where the sidewalk changes from brick to concrete. A mailbox stands next to the street sign. The firehouse has two sets of double doors covered by a suspended canopy with the number 21 carved into it. The three-story brick building is surrounded by homes. Shown Engine Company No. 21 was added to the National Register of Historic Places in 1980 as one of the Historic Firehouses of Louisville.

Invoice Information
Subject Home A. Klemmer, 488 Louisville Trust Bldg.
Fire stations
Street railroads
Buildings
Historic buildings
Transportation

Location Depicted Jefferson County (Ky.)
Louisville (Ky.)
Crescent Hill (Louisville, Ky.)
Frank Avenue (Louisville, Ky.)
Frankfort Avenue (Louisville, Ky.)

Date Original 1927-02-14
Object Type Nitrate negative
Object Size 8 x 10 in. Nitrate negative. Item number UPA CS 079474 in the Caulfield & Shook Collection, University of Louisville Photographic Archives.
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Image Number UPA CS 079474

1927

By 1927 the department was slowly getting into trouble. With little money and man-power the fire truck was in terrible condition. Without funds, training and other items the department was headed down-hill.

September 24, 1927: Annual St. Matthews Festival. Sponsored by the Community Club. All funds derived from the picnic go toward the purchase of a motor-pumper to reduce the fire hazard and insurance rates of the Community. The town chemical engine advertising the outing-Saturday was driven through the streets with a sign bearing the inscription saying "I DO NOT CHOOSE TO RUN IN 1928

REPORT OF G. T. DICK, SEC'Y AND TREAS.
ST. MATTHEWS VOLUNTEER FIRE ASSN.,
APR. 21st., 1927 to MAY 15, 1929.

R E C E I P T S

Balance April 21st., 1927	\$34.83	
Payments on Pledges and donations	<u>245.00</u>	279.83

D I S B U R S E M E N T S

J. Jas. Builer Jr. Account	1.50	
Schwartz, ^C ifford & Scott	31.56	
Eline Motor Co., Account	20.50	
Tax on deposit as of July 1st., 1927	.03	
Etscorn Electric Shop Account	42.00	
Gulf Refining Co. Furnace Oil	4.75	
Roth Lumber Co. Platform for Siren	3.00	
Gulf Refining Co. Furnace Oil	4.75	
J. J. Butler & Co. Account	12.90	
Schwarz, ^C ifford & Scott, Account	29.55	
J. W. Heskamp & Sons Account	15.00	
A. J. Eline Freight Boyer Fire Association Supplies	5.66	
Boyer Apparatus Co. Three Dozen charges	75.00	
Tax on deposit as of July 28, 1928	<u>.12</u>	
	<u>279.85</u>	<u>279.83</u>

Balance cash on Hand

Bal 33.50 246.32 *Dis*
33.56
279.82

Respectfully submitted

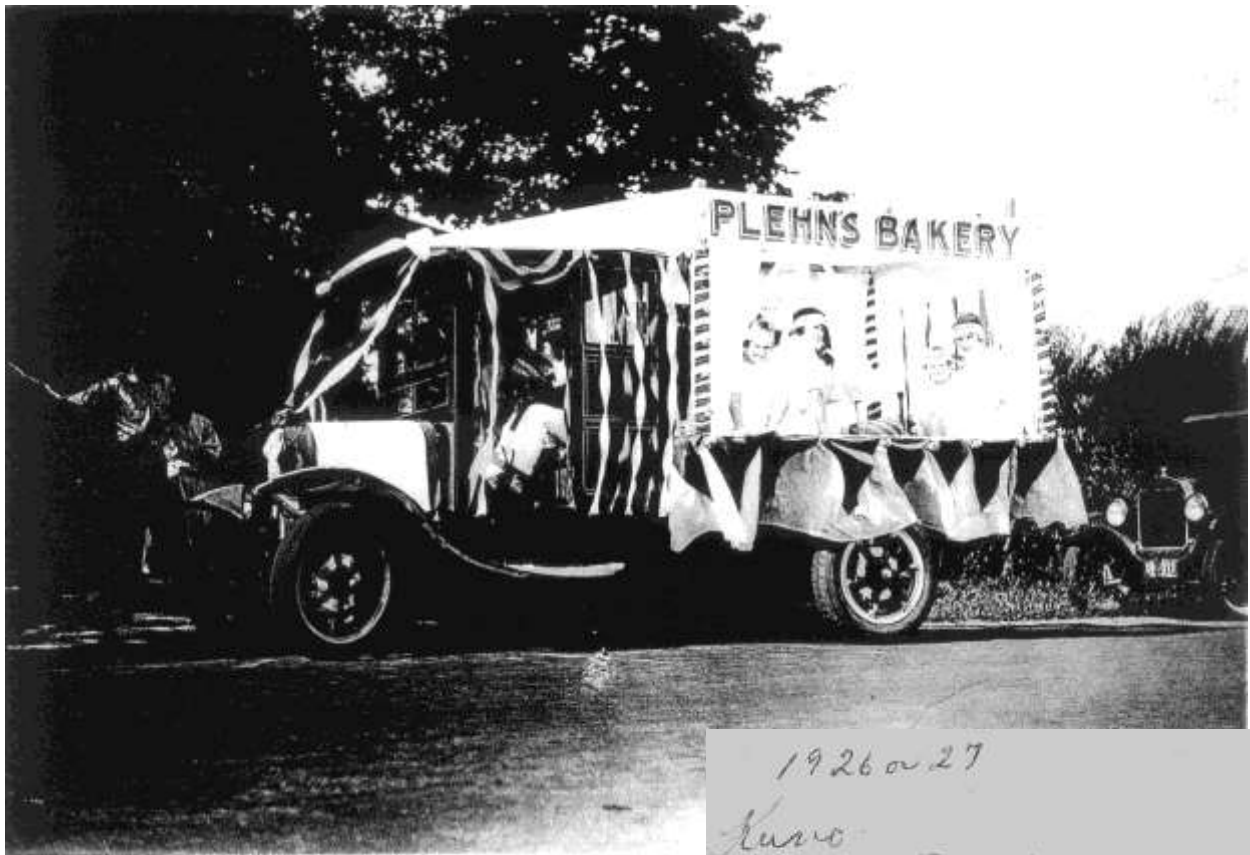
G. T. Dick
Sec'y & Treas.

1927

Courtesy Bernie Bowling:

1927

Plehn's Bakery



1926 or 27

Kuro
Irene Ernst
Elmer Harman
Mayme Habels +
Mary Bowling Hallister
Martha Bowling

1927

Courtesy, Ekstrom Library, University of Louisville, CSO 82589, View southeast from south side of Lexington Road (in foreground) Green houses at left center are on east side of Breckenridge Lane. September 10, 1927



Courtesy *St. Matthews Crossroads of Beargrass*, 1999, by Samuel W. Thomas, Advertisement from *The Courier-Journal*, April 3, 1927.

[illegible]

September 27, 1927, The Courier-Journal

SEPTEMBER 7, 1927.

of the advance in commercial flying, with the theory that "it may be that at no distant date our passenger trains will be co-ordinated with scheduled airplane movements, as they are today with our motor coach runs."

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1927 & 1928

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A. W. Bauer
Henry Bauer
Gilbert T. Dick
A. J. Eline
Robert H. Nanz
Phil G. Rueff
William J. Rueff

Officers

1927	Chief Andrew W. Neichter
&	
1928	

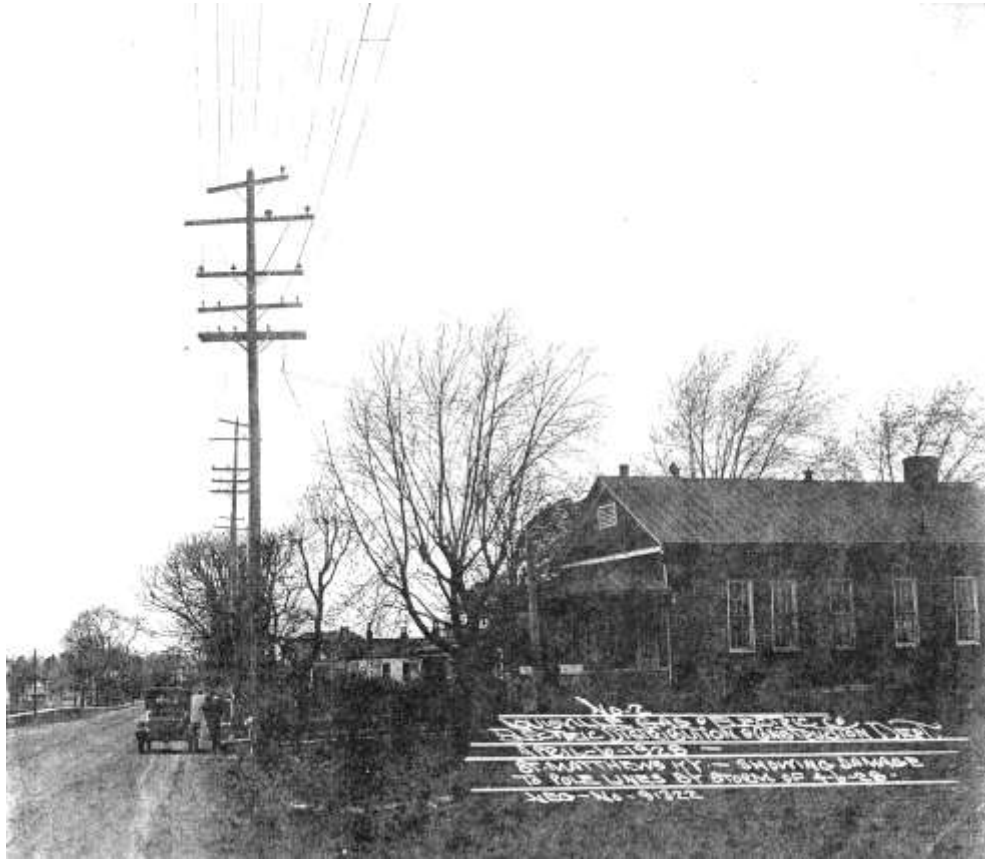
Firefighters

T. A. Baker
A. W. Bauer
Irvin Bauer
Henry Bauer
J. J. Butler
J. Duvall
R. S. Frank
John Haeberlin, start 1928
Richard C. Herdt
Carl A. Hulswede, Sr.
R. J. Kleet
W. "Will" Lausman
Francis Xavier Schuler
Justin Clyde Wilken
Fred William Wootton, Jr.
George John Wurster
Raymond A. "Bud" Young

In the 1920's and 30's many citizens helped the volunteers but were not on the "roster."

1928

Courtesy, Ekstrom Library, University of Louisville, CSO 91322, St. Matthews, April 6, 1928



Courtesy *St. Matthews The Crossroads of Beargrass*, 1999, by Samuel W. Thomas. Bauer Brothers Grocery, 1928, is not the site of National City Bank's St. Matthews branch. Caufield & Shook collection 94444, University of Louisville Photographic Archives.



1928

January 15, 1928, The Courier-Journal



February 4, 1928, The Courier-Journal

Courtesy <https://historiclouisville.weebly.com/east--some-suburbs.html#PhotoSwipe1536980957473>

**Traffic Lights for
St. Matthews O. K.'d**

**Fiscal Court Also Pays
O'Neal Audit, Hauling
Bill At Session.**

The Fiscal Court, at a meeting Friday, ordered the installation of three signal lights at **St. Matthews** and awarded the contract for the installation to the Tokheim Oil Tank & Pump Co. of Fort Wayne, Ind., for \$734.

The court also approved the bill of Humphrey, Robinson Company of \$2,412.82 for the audit of the accounts of Former Sheriff Emmet O'Neal. A bill for \$361.05, presented by Hutchison Brothers for hauling election booths to be repaired to the farm of James Mulligan, Fegenbush Lane, and rejected by the former Fiscal Court, was also ordered paid on recommendation of County Attorney Harris W. Coleman.

Walter L. Bruner, son of Commissioner Dr. Ben L. Bruner, was named assistant county engineer at \$200 a month and other appointments announced were:

Dr. Henry Harthill to succeed Dr. E. Calldemeier as live stock inspector, W. W. Cruise, road supervisor for the First Magisterial District, to succeed Jacob Stinch, and Harry Burnett, superintendent of switch and yard at Pleasure Ridge Park. Stinch and Dr. Calldemeier were appointees under the Democrats.



1928, Hudson-Essex auto dealership, Shelbyville Rd. and Chenoweth Lane. Jimmy Jones stood of the pole for 57 hours.
University of Louisville Photographic Archives

Courtesy, *The Voice Of St. Matthews*, June 19, 1958:

This was going on in 1928 and 1929 in St. Matthews

r 500 block of Wendover—fine art in housing

By CORINNE LEE

In the heart of St. Matthews, one of the most charming residential blocks is the 500 block of Wendover Avenue. The 14 houses here were built as a group 30 years ago by George Alt, and were at that time the show place of the area.

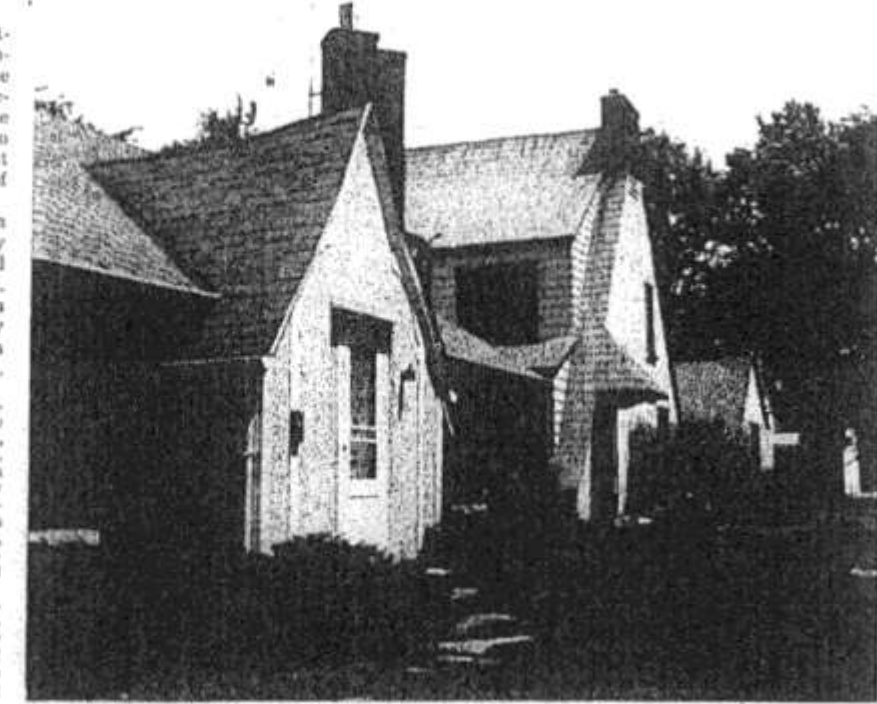
St. Matthews has grown enormously since, but today this block of houses still stands unique and delightful. One would look far to find a collection of moderately priced homes as diversified in material and styling as these.

Mr. and Mrs. William G. Hoagland, of 508 Wendover, are the senior residents of the block, having lived there for 28 years. They have seen St. Matthews grow from a small community centered around Frankfort Avenue at Breckinridge Lane to its present thriving wide-spread area, and they still look upon "Wendover Court" as a very special place.

Mr. Alt (who is no longer living) made his home at 515 Wendover when the houses were new and he was extremely proud of the Court. He would often say to his neighbors in the early evening when the lights were coming on at the entrance of the Court, "Doesn't it look just like Hollywood?"

The story goes that after a visit to Hollywood (some sources say Florida) he decided to build a block of houses in Breckinridge Villa and to put forth a supreme effort to make each as individual and attractive as he knew how. He used stone and concrete, brick and wood in many combinations to build one and two story houses with large sunny rooms, fireplaces, some cathedral ceilings, patios, screened porches, and even one inside balcony!

One well-remembered innovation was the tinted hardwood floors of two of the houses—one



WENDOVER COURT—A scene of Norman and English homes.

was purple and the other green. The floors of these two houses have, however, changed back to natural hardwood, their colors being a bit too exotic for the tastes of their owners. But those tinted floors bespoke an active imagination, the quality that made Wendover Court interesting.

There are touches of stained glass, casement windows, a trellis shared between two houses, a fishpond between two others (the fishpond has since become a flower bed). Houses set back and houses set forward — all in all a rare and enjoyable group. I can't speak with authority about architecture, but in the course of discussing the houses I've heard such descriptive phrases as "English Colonial", "Pseudo-Tudor", "Norman Influence", etc. One person commented, "It looks like a little Normandy Village."

In 1941 Dee Carl Dishon brought his family to 503 where he and Mrs. Dishon still live, their two sons having grown up and moved away meanwhile. Over 17 years ago Mrs. Augustine Stevens and her family came to 507 from Washington, D. C. Her family, too, has grown up and moved away, but come often to visit. Mrs. O. G. Neisen, who today resides at 513, has also been there for 17 years.

Leo W. Feleske and his family came, saw, and were captivated by 500 way back in 1942. The Feleske children also grew up here and have now married and gone to their own homes, still having a strong affection for the "family home". (Mr. Feleske yesterday was elected State President of the Eagles).

Then in 1944 Dr. and Mrs. Frank M. Powell, Jr., and their son Frank, settled at 512, where their family has grown to include three more children; James, Billy, and Martha. That same year Mr. and Mrs. E. Eugene Painter and their son, Jim, moved to 504 where they still live.

Seven years ago Mr. and Mrs. A. A. Spitzer came to live at 506 which they love dearly. About that same time Col. and Mrs. Leon J. Reed and their sons Richard and David moved to 502 from Lexington, Ky. (Col. Reed is Coordinator for Civil Defense for the State of Kentucky.)

Within the past five years the Court has welcomed Mr. and Mrs. Frank Price to 500, Mr. and Mrs. R. H. Lee and children Chris, Roxanne, and Adam to 510, Mrs. Pearl Bechtel to 501 (Mrs. Bechtel, who owns the "Towne House Gift Shop", says that for years she had admired 501, referring to it as "her house", and when it became available she bought it right away), the Alcorn family to 511, that's Mrs. Alcorn, Jeannie and Irvin.

Mr. and Mrs. William F. Wunker, Jr. and their children, Charles, Eleanor Sue, and George have just moved to 505. Mrs. Wunker says they love the neighborhood and look forward to much pleasure at 505 Wendover.

Many families have come and gone during these 30 years, but the fact that new residents come so rapidly when a house is vacated is in itself a tribute to Mr. Alt's cognizance of man's joy in his castle. All of the people living in the Court today regard their

homes with pride and it would appear that this 30 year old group of houses will continue as a bright and happy place to live. This seems to suggest that housing with imagination is a happy thing — particularly for home owners!

January 24, 1993, The Courier-Journal

**St. Matthews Man, 59,
Struck By Motor, Dies**

Driver of Automobile Surrenders to Involuntary Manslaughter Charge.

Carroll H. Jewell, 59 years old, 100 Sharon Avenue, **St. Matthews**, died of a fractured skull at 7:30 o'clock Wednesday morning at the Kentucky Baptist Hospital. He was struck by an automobile late Tuesday afternoon on the Shelbyville Road, near the limits of **St. Matthews**.

Roy E. Finnegan, 39, Norwood Place, **St. Matthews**, driver of the motor, said a heavy rain obscured the presence of Mr. Jewell until he was nearly upon him, too late to stop. Mr. Finnegan surrendered to the county police early Wednesday morning and was charged with involuntary manslaughter.

Mr. Jewell is survived by his wife, Mrs. Fannie Reed Jewell; two sons, Ross James Jewell of Louisville and Robert Reed Jewell of New Philadelphia, Ohio; a brother, Leslie S. Jewell of Charlestown, Ind., and a half-brother, Curtis D. Jewell of Louisville. He formerly operated a jewelry store here at 2648 Portland Avenue. Later he moved his store and home to **St. Matthews**. He was born near Taylorsville, Ky., the son of James Jewell, postmaster and merchant in Spencer County.

Funeral services will be held at 10 o'clock Saturday morning at the Crescent Hill Methodist Episcopal Church. Burial will be in Cave Hill Cemetery.

February 16, 1929, The Courier-Journal

Traffic Lights At **St. Matthews** O. K.'d

State Road Commission Has Withdrawn Objections, Fox Tells Court.

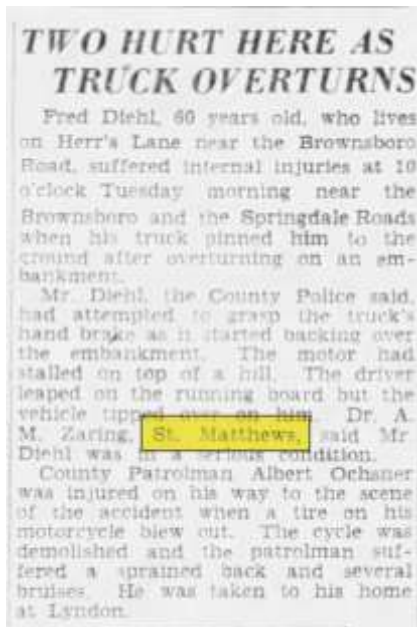
Installation of traffic signal lights at **St. Matthews**, to regulate traffic along the main roads, will meet with no further opposition by the State Highway Commission, Judge Henry I. Fox announced Friday at the regular meeting of the Fiscal Court. A contract for the lights was approved more than nine months ago, but installation was delayed when the State Highway Commission refused to approve.

County Attorney Harris W. Coleman and County Clerk W. G. Stiglitz reported that the State Auditor would pay for the telephone service in the offices of the County Clerk, Circuit Court Clerk, County Assessor and Sheriff in the future, after payment of these bills, which had been assumed by the Fiscal Court in the past, was questioned by Mr. Coleman. The telephone expense for the year is approximately \$2,000, it was said.

The Fiscal Court also appropriated \$500 for the Jefferson County Fair Association and \$200 each for the Jeffersontown Community Club and Jeffersontown County Colored Fair Association.

1929

September 18, 1929, The Courier-Journal



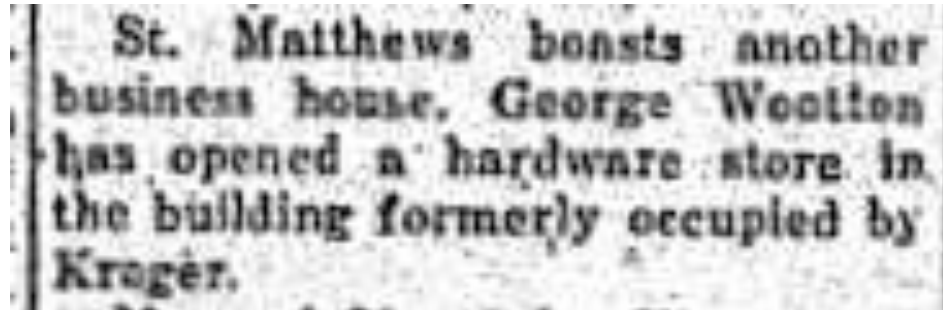
September 19, 1993, The Courier-Journal, 125 Anniversary.



1929

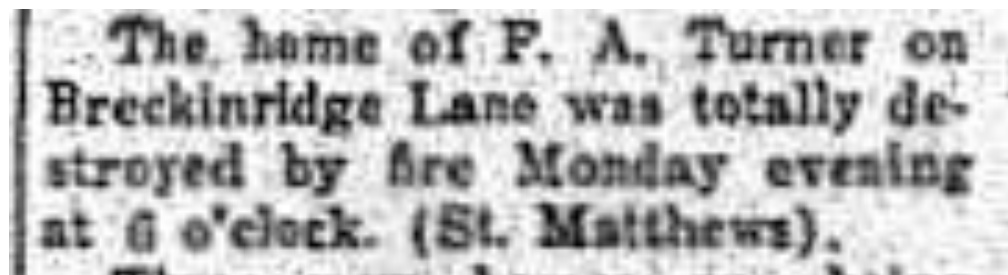
The Actuary Bureau told the town to get a new fire truck or risk of losing classification resulting in increased insurance rates to residents. The Model T was not modern enough or large enough to protect the growing community.

February 2, 1938, *The Jeffersonian*, 10 Years Ago, 1929—Wootton is a STMFD Firefighter



St. Matthews boasts another business house. George Wootton has opened a hardware store in the building formerly occupied by Kroger.

June 15, 1929, *The Jeffersonian*:



The home of F. A. Turner on Breckinridge Lane was totally destroyed by fire Monday evening at 6 o'clock. (St. Matthews).

1929

Board Of Directors

A. W. Bauer
Henry Bauer
Gilbert T. Dick
A. J. Eline
Robert H. Nanz
Phil G. Rueff
William J. Rueff

Officers

1929 Chief Andrew W. Neichter

Firefighters

T. A. Baker
A. W. Bauer
Henry Bauer
Irvin Bauer
J. J. Butler
J. Duvall
R. S. Frank
John Haeberlin
Richard C. Herdt
Ted H. Huffman Sr.

Board Of Directors		Officers	
A. W. Bauer Henry Bauer Gilbert T. Dick A. J. Eline R. H. Nanz Phil G. Rueff William J. Rueff	1921 & 1922	Chief Andrew W. Neichter	
Firefighters			
A. W. Bauer Henry Bauer J. J. Butler R. S. Frank Richard C. Herdt Carl A. Hulswe de, Sr. W. "Will" Lausman Francis Xavier Schuler			
In the 1920's and 30's many citizens helped the volunteers but were not on the "roster."			