

the Archives



Louisville Historical League INC

founded 1972

Dedicated to promoting the appreciation and preservation of our cultural heritage and historic environment in the Louisville metropolitan area.

Summer
August
2013

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Welcome to our exciting new online format for *the Archives*, the official publication of the Louisville Historical League. Being online allows us to include more information, articles and commentary than ever before. You can print it from your computer for a hard copy that can 'travel' with you or just enjoy it on your laptop or desktop computer.

With this first issue, August 2013 we have a treasure-trove of excellent articles and short stories about Louisville and Southern Indiana history. Featured writers include a who's who of recognized names in the local history community. They offer new information and perspectives on our history with articles that make the old seem new again. Please peruse our Website to know more about the Louisville Historical League.

CHASING BIG FOUR HISTORY

BY CHARLES W. ARRINGTON

When the Big Four Bridge crossing the Ohio River reopened in February 2013 to pedestrian traffic, it quickly became the premiere walking path in the metropolitan area. Still, it must be remembered that the Big Four was originally a railroad bridge that first opened in 1895. It was rebuilt and enlarged to its current shape in 1929.

Construction of the bridge was a joint venture by the New York



Concrete piers from the Big Four Railroad Bridge line Mulberry Street in Jeffersonville in this March 2013 photo by Charles W. Arrington.

Central Railroad affiliate Cleveland, Cincinnati, Chicago, and St. Louis Railroad and the Chesapeake and Ohio Railroad. Since railroads like short easy to remember names, the C.C.C. and S.L. became the Big Four Railroad. As expected, the bridge took the name of the railroad. The Chesapeake and Ohio's one third interest was bought-out by the Big Four in 1927 and in 1930 the Big Four merged into the New York Central System. The merger did not change the name of the bridge and it would be called the Big Four Bridge for evermore.

For trains to get to the bridge, approaches were built at both ends of the bridge and since trains require a gradual climb from ground level these approaches were constructed on earthen fill and long iron or steel viaducts. Three viaducts were actually built. On the Indiana side in Jeffersonville, track led from the New York Central rail yard just north of 10th Street and behind the old Army Quartermaster Depot, now the Quadrangle Center. Its ascent was first on earthen fill leading to the viaduct and onto the bridge. On the Kentucky side, the railroad viaduct formed a "Y" shape exiting the bridge with an east portion descending to an area near the old Bourbon Stock Yards. The west portion curved to ground level at the old Preston Street rail yard which was located at today's Slugger Field Baseball Park. Railroad operations ended on the Big Four Bridge in 1968 and the bridge was abandoned.

Soon after the bridge was abandoned, the metal viaducts were removed from both ends and just in the last year or so the earthen fill that led to the viaduct on the Jeffersonville side was removed. Fortunately, remnants of the viaduct system can still be located on both sides of the river. Easy to find by the intrepid explorer are a number of concrete piers that once anchored the viaduct. They can be seen in Jeffersonville along the east side of Mulberry Street from Court Avenue continuing south. Hopefully some or all of these will be saved as the elevated walking path construction continues. It is suggested that anyone desiring to see the piers not delay in case they are removed before the Indiana opening in late 2013. On the Kentucky side, the concrete piers can be located across River Road from the Big Four Bridge on the east side of Witherspoon where it meets River Road underneath the I-64 overpass.

More than likely you have seen these piers over the years without paying attention to them. Still they have historical significance since they are visible reminders of the once intricate viaduct system that served the Big Four Railroad Bridge. Hopefully all will be saved in their current location and if not, a few relocated for posterity.

Acknowledgements: Big Four history from the book, *Trackside Around Louisville (East) 1948-1958* with Jack Fravert by Rick Tipton, Charles Buccola, John Campbell, and Charles B. Castner, Morning Sun Books, Inc. 2005. And a special thanks to railroad historian Robert Dawson.



Looking north across River Road to the Big Four Pedestrian Bridge, several concrete piers from the R.R. viaduct can be seen.
Photo by Charles W. Arrington



Big Four viaduct goes through Jeffersonville during the 1937 flood.

DOWN MEMORY LANE

By WALTER W. HUTCHINS, *History Promoter*

As I promote history, I am amazed by the little regard most people have for their own personal and family history. When was the last time you shared a life story with someone? This is an invitation to join us for a stroll down memory lane. As we travel and recall some stories, we will learn a simple and effortless way to save them. The more we save, the more we remember. Our memories work that way.

A good place to begin is to think about some of the “firsts” in our lives. Surely, we remember our first kiss, our first car, our first job, and our first airplane ride. Experiences like these make up our life story. Coming generations can be inspired or motivated by learning about our journey. Sometimes our descendants appreciate learning about what we did as they go about constructing their own lives.

One of the traditional roles of society is to preserve and pass down life stories. Research at my workshops shows that many people think how nice it would be to save their stories, but very few folks follow through and do so. Let’s try this easy way.

All you need is a three ring binder (A “View binder” is recommended) and some notebook filler paper. Mr. Rudyard Kipling’s “six honest serving men” - Who, What, Where, When, Why and How -- will help you fill in the details about whatever “first” you select. Use a separate sheet of paper for each “first.”

Here are some additional “firsts” that folks have written about: day of school, graduation, train ride, ocean cruise, child, international travel, apartment, house. Other significant events in your life are suitable inclusions as well. You may want to add some tabbed dividers and a table of contents. Photos and documents can be put into sheet protectors and make a valuable addition.

You now have the beginnings of your Life Story Notebook. This can be a living document which you can add to for a long time.

Next time we’ll recall the significance of the various places we have lived and save some of those experiences.

JOEL MAYO WOMACK

By BRYAN BUSH

Joel Mayo Womack was born on February 3, 1845 in New Orleans, LA. Before the Civil War, he was a cadet at the South Carolina Military Academy also known as the Citadel. He was detailed as a drillmaster at Camp Butler, near Aiken, SC and helped train the 14th South Carolina Infantry. When the Civil War broke out he enlisted in Captain Moses B. Humphrey’s Company of Cadet Rangers, and later with 16th Battalion of South Carolina Partisan Rangers, which later became Company F, 6th South Carolina Cavalry. On June 9, 1862, he transferred to Company D, 5th South Carolina Cavalry. On June 20, 1864, he was captured at White House near Louisa Court House, VA, and sent to Point Lookout, MD. On July 25, 1864, he was transferred to prisoner of war camp at Elmira, NY. On October 27, 1864, he escaped through the main gate of the prison using a forged pass made from a blank form found in the book lent to him by a Union officer. He managed to make his way back to Richmond, VA, and rejoined his company. On April 27, 1865, he surrendered at Hillsboro, NC. In 1870, he moved to Louisville, KY. After the Civil War, he was one of the organizers of the Louisville Jockey Club and was secretary when Churchill Downs was built in 1875. He was a close friend of Merriwether Lewis Clark and assisted Clark in establishing the Kentucky Derby. Under Governor Augustus Willson (36th Governor of Kentucky, 1907-1911), Womack was appointed commissioner of Confederate records.



LOOKING BACK

BY GARY FALK, *Louisville Historian*

HOWARD BUMBA AND LEVY BROTHERS

On Sunday May 20, 2012 a ceremony took place to dedicate a Kentucky State Historical Marker. The location was the Levy Brothers building on the northeast corner of Third and Market Streets (235 West Market Street) in Louisville. The Richardson Romanesque building was designed by celebrated architects Julian Clark and Arthur Loomis and built in 1893. The structure was occupied by Levy Brothers Men's Clothing until 1979. It currently houses the Spaghetti Factory restaurant and upstairs condominiums.

Present on this occasion was Mr. Howard Bumba - an important part of the Levy Brothers operation from 1944 until the closing of the Bashford Manor store in 1989. Mr. Bumba had just celebrated his 100th birthday in 2012. He was present with several of his family members and enjoying the afternoon, drawing little attention to himself and taking pride in the accomplishments of the great company that he was a part of for some 45 years. As a point of fact, Mr. Bumba was the very last employee to exit the building at the Bashford Manor location. I entered into a conversation that day with Mr. Bumba and his daughter Linda Dues, quickly realizing that this man was so *essential* to this company that we should know more about him.



Howard Bumba with daughters
Nancy Hardin and Linda Dues
in front of the Levy's building

Mr. Bumba worked in Baltimore and Washington before moving to Louisville in 1944 to work in Levy's display department. Before long he became display manager and trained an entire department to assist him in designing window scenes, interior displays, advertising layouts and promotions. He had a special talent for creating display elements and visual effects that reflected current events, seasonal changes, special holidays and world conditions—things that would affect how people would dress and act.

During his long career, he received a large number of accolades, awards and recognitions. In fact, in the mid-1950s he won first prize in the National Display Contest sponsored by five leading manufacturers. The scene that he depicted was an outdoor-playtime layout that incorporated products from each of the manufacturers that sponsored the event. The previous year he won a contest sponsored by clothing manufacturer Hart, Schaffner & Marx. In 1953 he created a window display called Let's Play Tennis, in which he took first place. He received a letter from the sponsor, The MacGregor Company of Cincinnati offering their 'heartly congratulations'.

Howard Bumba was president of the IPDA (International Professional Display Guild) in 1948 and became director of the National Display Association. For a time he was president of the Louisville Display Guild.

You would think with all of these achievements that Mr. Bumba would be happy to let others know how important it all was. Actually, he was pleased to share the information 'when asked' but Howard Bumba is part of the greatest generation about which Tom Brokaw wrote. It was a time in this nation's history when each person went to work every day doing his/her best, and, asked little in return. If you received special commendations, that was alright, but it was taken in great stride and with humility.

Mr. Bumba has an extensive photo collection of the Levy's downtown business, especially the many displays and interior decorations which he created.

About to celebrate his 102nd birthday, Howard Bumba has earned the respect of his many colleagues in the clothing industry. For 45 years he helped create visual pleasure for Louisville's citizens.



Mr. Bumba's designs ranged from somber to celebratory, reflecting important events and holidays.

THE OHIO RIVER BY OTHER NAMES

BY CHUCK PARRISH, *Retired Historian*
US Army Corps of Engineers

To Native-Americans hundreds of years ago, this extensive river valley was called "OYO," believed to translate "land of the distant river", or "river of wide waters". Some believe it may also have meant "beautiful waters."

The first French explorers to encounter the Ohio, called it "Labelle Rivier," "The Beautiful River." The Ohio has been called "The Gateway to the West," as a pathway for tens of thousands of settlers and pioneers who came down river seeking new lands and new lives in the West. In that vein, it has also been called the "Highway to Hope."

John J. Audubon referred to the Ohio as the "Queen of Rivers." It has been called the water route through the heartland of America. In the 1950s, the New York Times published an article in which the Ohio was referred to as the "Rhine of North America," because of its industrial might and productivity. The superb thinker and visionary, Thomas Jefferson, called the Ohio "the most beautiful river on earth." However, Jefferson never caught sight of the Ohio River. From written descriptions provided by friends who corresponded with the "Master of Monticello," and who had "gone over the mountains," Jefferson made that deduction.

This writer considers the Ohio River to be THE signature natural landmark in this region of the United States. To those who traveled its waters seeking new homes and new lives in the late 1700s and early 1800s—to those who have made their livelihood as boat captains and pilots and, engineers and deckhands—to those who yet work with its protective management and development—to those who enjoy its majestic scenery and recreational offerings—to all who consider themselves RiverRats, it is still Labelle Rivier, the "Beautiful River," a magnificent treasure, deserving of our best stewardship.

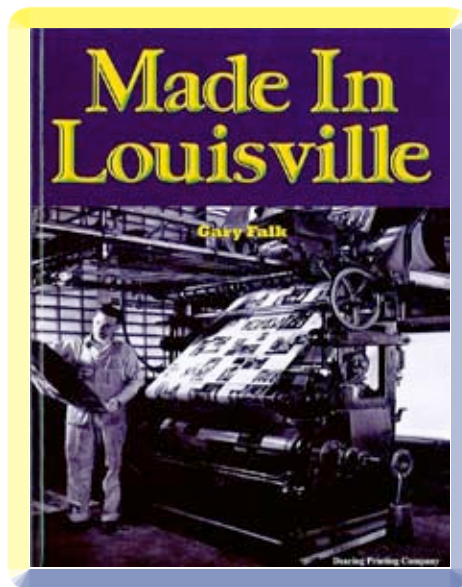
Every time I have an opportunity to be on the Ohio, I am reminded of the statement of Henry David Thoreau ----- "What a piece of wonder a river is."

MADE IN LOUISVILLE

MEDIA RELEASE

BY STEVE WISER, *AIA and President,*
Louisville Historical League

On Sunday, August 18th, 2 PM, at the Unitarian Church (Fourth & York Streets in downtown Louisville), historian Gary Falk will talk on his new book *Made in Louisville*. Featuring the manufacturing and industrial history of Metro Louisville, *Made in Louisville* is 350 pages of all the products, companies, and individuals who have made our community one of the premier business locations in the country. From paint, stoves, and soap to leather goods, ice machines, and disco balls, almost every conceivable item has been built here locally. Find out more about Louisville's manufacturing heritage at this informative and lively presentation.



About the speaker: Gary Falk has been involved in Louisville history for over 25 years, and is a long-time member of the Board of Directors of the Louisville Historical League. His previous book was *Louisville Remembered* in 2009. Gary owns Falk Audio, an audio production company, and is a professional musician.

Made in Louisville is available at Carmichael's Bookstores for \$30.

The Louisville Historical League is dedicated to promoting the appreciation and preservation of our cultural heritage and historic environment in the Louisville Metro area.

Contact: LouHist@Hotmail.com

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www.LouisvilleHistoricalLeague.org

PRESERVATION LOUISVILLE UPDATE

2013 PRESERVATION SUCCESSES

PHOTOGRAPHY COMPETITION IS A PART OF THE 2013 LOUISVILLE PHOTO BIENNIAL!

By MARIANNE ZICKUHR, *Executive Director*

Preservation Louisville Inc.

Preservation Louisville has annually recognized ten local property owners for preserving their historic structures. Preservation Louisville's Top Ten Successes List is released alongside the Top Ten Endangered List and was created in order to bring attention to preservation projects. The 2013 award winners represent a diverse group of buildings each with their own unique story of preservation. Preservation Louisville will be hosting a photography competition that will feature the 2013 Top Ten Successes List. This contest is an official event in the Louisville Photo Biennial. Preservation Louisville is excited to be partnering with the Louisville Photo Biennial in order to continue advocacy for historic preservation by bringing attention to the numerous successes we have in our community. For more info go to www.preservationlouisville.org.

Preservation Louisville hosts an educational series designed to give participants an in-depth look at various preservation issues and methods of maintaining and preserving historic buildings. Called Hands on History, Preservation Louisville is co-sponsoring this lecture series along with the Metro Louisville Historic Landmarks Commission and the Kentucky Heritage Council/State Historic Preservation Office. Hands on History programs are presented with support from The Brown-Forman Corporation. Throughout the series, participants will learn practical, hands-on techniques for working with original materials and finishes to maintain, restore, and preserve historic elements such as plaster, woodwork, gutters, roofing and masonry. Adapting "green" concepts for historic structures and historically appropriate landscaping will also be explored.

Workshops are held on the 2nd Saturday of each month from 1-4 pm, September through April, at The Brennan House Historic Home, 631 S. 5th St.. The registration fee is \$20 for Preservation Louisville Members or \$30 for non-members. For more info go to www.preservationlouisville.org.

OVERSHADOWED GREATNESS:

LOUISVILLE'S NOTABLE CIVIL WAR LEGACY

By STEVE WISER, *AIA and President,*

Louisville Historical League

Gettysburg, Ft. Sumter, Atlanta, and Ford's Theater were all major sites of Civil War history. Louisville, though, is rarely mentioned for any important role it played in this national conflict. Now, with the 150th anniversary of the Civil War underway, it is time for Louisville to be recognized for the people and events associated with it, which were part of the North's successful victory.

On April 12th, 1861, when Confederate guns opened fire on Ft. Sumter in Charleston Harbor, the Union commander there was a veteran military officer who once served with a young Abraham Lincoln in Illinois' Black Hawk War of 1832. He was born and raised on his family's farm, a short distance from today's intersection of Hurstborne Parkway and Interstate 64. Major Robert Anderson, a Louisvillian, ordered the American flag to be removed and the fort surrendered on April 13th, which began this epic War Between the States.

Joshua Fry Speed, whose father John built the Farmington plantation on Bardstown Road, was a long-time friend of Abraham Lincoln. Speed used his prominent connections and wealth to keep Kentucky from joining the South. He facilitated the transporting of weapons to defend both the city and state. His brother, James, delivered a patriotic pro-Union speech from the Courthouse steps on February 22nd, 1861, before a very large crowd. He would later serve in Lincoln's cabinet as Attorney General.

Head of the Union forces in Louisville early in the war was the legendary William Tecumseh Sherman. The city at one point had 60,000 federal troops, over 3,500 Confederate prisoners, and eleven forts around the perimeter. As headquarters to the L & N Railroad, the city provided a vital supply line to the Union forces as they advanced southward.

July 3rd, 1863, was perhaps the most famous battle of the war in the small Pennsylvania town of Gettysburg. There, stationed on Cemetery Hill, was a 21-year-old Union cannon battery commander from Scotland. As Confederate General George Pickett ordered his soldiers forward, and with the Union guns almost out of ammunition, Captain Andrew Cowan told his men to bravely hold fire of their cannons till the Confederates were in close range. Cowan then gave the order to shoot, and the cannons decimated the enemy line. This would later become popularly known as the 'high water mark' of the Confederacy since it was the South's most northern advance.

After the war, Cowan, who would be memorialized with a Gettysburg monument for his heroics, would move to Louisville, open a leather goods business, and become a passionate advocate to build a parks system for the city.

Woods Theater, at the northeast corner of Jefferson and Fourth Streets, featured a nationally acclaimed young actor by the name of John Wilkes Booth. He starred in several plays there in late January 1864. Booth was a known Confederate sympathizer and some even have speculated that he might have been a covert spy. Visiting a strategic Union military city was certainly an interesting travel destination for Booth. He most likely stayed at either the Galt House or Louisville Hotel, where he was surrounded by Union officers, who also would have been in the audience of his performances. After his acting here, he traveled to Nashville for an engagement there. Perhaps he relayed what he saw and heard in Louisville to Confederate operatives in Tennessee.

There is, though, one aspect of Louisville's Civil War links that is questionable. Several local authoritative sources state that, at the original Galt House, Union Generals Ulysses S. Grant and William Sherman met on March 9, 1864, to finalize the plan that would end this struggle. Grant would pursue Confederate General Robert E. Lee in Virginia, and Sherman would 'March to the Sea' via Atlanta. But, it is well documented that Grant was in Washington D.C. on March 9th to meet with Lincoln and that Grant never visited Louisville in 1864. There are other references that indicate the final strategy session was held elsewhere.

Sherman did have a Louisvillian on his staff during this final attack thru the South. Thomas Speed, cousin to Joshua and James, was an administrative aide to Sherman. Thomas would later propose a parks system for Louisville for which Andrew Cowan would champion its construction.

After Lee's surrender, President Lincoln told his good friend Robert Anderson, now a General, to travel back to his former command at Ft. Sumter and raise the flag he had removed four years earlier. He did so on April 14th, 1865, the same day Lincoln was assassinated by Booth.

While the city was never seriously threatened with a significant battle, Louisville was more central to the successful outcome of the war than it is credited. It's a history that has long been overshadowed by other events and locations, and now we can properly commemorate this great legacy.

For a timeline of 'Significant Civil War Dates in Louisville History', click on the website: www.LouisvilleHistoricalLeague.org

And, for even more detailed history on this topic, buy Bryan Bush's excellent book *Louisville and the Civil War*.

(*Steve Wiser, AIA, is a Louisville architect and three-term president of the Louisville Historical League.*)

CLARENCE VOGT, PROLIFIC INVENTOR FROM LOUISVILLE

FROM MISSILES TO MELOROLLS

By Tico Vogt

A box of sugar, a bag of flour, a stick of margarine, a gallon of ice cream, a single cone, and ice cream wrapped in aluminum foil and sold from the neighborhood ice cream truck with its own self-contained freezer: these easily obtainable items are in our lives because of the packaging and refrigeration inventions of Louisville native Clarence Wedekind Vogt.



Adam Vogt Family L-R: Mary Louise, Irene, Ernest, Alvin, Clarence, Adam

Born in 1891, C. W. Vogt was the son of Mary Louise Wedekind, daughter of Christian Henry Wedekind, a prominent grocer, tanner, and distiller from Louisville, and Adam Vogt, jeweler, industrialist, real estate dealer, and brother and business partner of Henry Vogt, who started the legendary Henry Vogt Machine Company.



Young Clarence was a precocious talent in the world of machinery. At age five, according to family lore, he received his first watch from his horologist father for Christmas, promptly took it apart, and re-assembled it, as he did any toy he was curious about. He attended the Louisville Male High School, whose



principal at the time was the noted Reuben Post Halleck. Two years at Cornell satisfied Clarence's needs for further education; he felt that they literally had nothing left to teach him. He and his brothers, Ernest and Alvin, served in WW I, Clarence attaining the rank of Captain in the artillery.

He commanded the Fourth Heavy Ordnance Repair Shop in the Argonne Forest. It was during this time that his first patented invention was issued: the delay detonation device for missiles and torpedoes which he sold to the British:

From "Industrial Refrigeration" Volumes 54-55 February 1918:

Clarence Vogt, of Louisville, Kentucky, in recognition of his work in perfecting a time explosive on which government authorities have been working five years, has been made a captain in the United States regular army. Captain Vogt's invention has an automatic delayed firing mechanism for high explosive shells and is covered by forty claims. Up to the time of enlisting in the Ordnance (sic) Department last August practically all of his time was devoted to the refrigerating line. By reason of his being a member of the American Society of Engineers, Capt. Vogt was qualified for appointment as first lieutenant without having to study at a training camp. He is the son of Mr. Adam Vogt, president of the Vogt Brothers Mfg. Co., of Louisville, and was manager of that company at the time he joined the colors. Captain Vogt is twenty-six years of age.

Upon his return from the war, Clarence went to work for his uncle Henry and worked as well for the Vogt Brothers Manufacturing Company. In 1926 the Louisville Courier ran this announcement:

"Something new has been accomplished in Louisville in freezing liquids, which will revolutionize the ice cream industry and provide a new business for the city," according to C. W. Vogt, inventor and refrigeration expert, who heads a company recently formed for the manufacture of his machines. Mr. Vogt made the announcement Sunday. The new process can not only be used in ice cream manufacture, but is also applicable to other lines, including the freezing of eggs, proper chilling of lard and other materials, he said. The apparatus, according to its inventor, saves 80 percent of the space now being devoted to ice cream machines, saves 50 percent of the labor involved, and in addition is instant and continuous. Through the old system of ice cream manufacture, Mr. Vogt said twenty-four or more hours were required to prepare cream for the market after it was frozen.

Among the members listed on the board of directors of Louisville capitalists to exploit the new machine was Walter H. Girdler, creator of the dynastic Girdler Corporation.

C.W. Vogt's ground breaking inventions were the Vogt Instant Freezer and the Votator. The Girdler Corporation created a Votator division over which Clarence served as Vice-President in the early 1930s.



The Votator became a principal machine in industrial food processing.

Chemicals
Condensed Milk
Drying Oils
Dyestuffs
Fruit Juices
Industrial Starch
Lard
Leather Finishes
Lubricating Grease
Margarine
Paper Coatings



Paraffin Wax
Pharmaceuticals
Photo Emulsions
Plastic Cream
Plastics
Printing Ink
Shaving Cream
Resins
Synthetics
Textile Sizing
Vegetable Shortening

The machine is still in use worldwide today though the origin of the name is not linked to the inventor. A Google search does mention that "Around 1926, the first commercially successful continuous process freezer for ice cream was invented by Clarence Vogt." Wiktionary defines the Votator as a "machine that kneads and cools liquid margarine, etc., preparatory to packaging." No mention in any reference dictionary credits C. W. Vogt.

In the mid 1930s, he left Girdler and became an independent inventor. He moved to New York City, and eventually to Weston, Connecticut, where he loved to ride and hunt, a passion from his early life growing up in Louisville. (He even patented a "Touch and Ouch" mechanism to help horse jumpers!) As an independent inventor and product engineer he created packaging systems for many of the daily products seen on store shelves today.

His stream of commercial inventions was interrupted in the early 1940s. War correspondent Kathleen Kennedy, J.F.K.'s older sister, wrote in a Washington column that "the present war called Colonel Vogt from his development work on new products and packages into active military service" and described the job of this "friendly and active-minded" man as being "in charge of the selection and procurement of tools used in overseas shops for the repair of fighting equipment."

His son, Tom Vogt, was an ace pilot in the war which no doubt focused the Colonel's attention on the dangerous realities confronting the US airmen, in particular the failure of aircraft tires and the need to constantly replace them. He donated his "Repair of Tires" patent to the air force.

C. W. Vogt had 220 US patents. His first patent issued in 1925



and his last in 1971. He died in 1973.

Tico Vogt, a woodworker in Saratoga Springs, NY, is C.W.V's welcomes any information readers wish to share through

youngest child born in 1953. He E-mail: ticovogt@gmail.com

For more photos and links to patents:

<http://www.talkfestool.com/vb/tico-vogt-custom-furniture-cabinetry/4860-covington-kentucky-1913-family-mystery.html>

<http://www.ticovogt.com/?p=661>

The Vogt and Girdler families were critical to the industrial development of our city. Both families had members that manufactured products from the mid-1800s to this day. I was fortunate to make the acquaintance of Tico Vogt, the son of Clarence Vogt, who figured prominently in local industry. He was kind enough to write this article and provide photographs for our publication, *the Archives*.
Gary Falk

"Tico" (Michael) Vogt, youngest child of the independent inventor Clarence W. Vogt of Louisville, grew up in Connecticut and Florida, graduated from St. Andrews High School in Boca Raton, Florida, and Skidmore College in Saratoga Springs, New York. He and his wife built their family home outside Saratoga Springs where he is a custom woodworker and toolmaker.



WHAT IS A NEIGHBORHOOD PLAN?

BY MARY GARRY

We all want to be heard. A neighborhood plan is a pro-active voice for future development. Our plan was written and approved by the Board of Alderman just prior to merger. It was later re-worked and was adopted to corner stone 2020. Bardstown Road and part of Dundee Road are also governed by the Bardstown Road Overlay District.

I lived in the historic Belknap Neighborhood for 30 years. The first land in the neighborhood was sold for development in 1901. The first subdivision in the neighborhood is at the sight of the Two Mile House at the corner of Bardstown Road and Dundee. (Two miles from the beginning of Bardstown Road) The earliest subdivisions were built in a typical grid pattern with alleys close to Bardstown Road.

In 1909 the Louisville Railway Co. gave the Eiler Family \$1.00 for a 22 foot streetcar easement. After the road was laid for the streetcar, the Loop became part of the city.

The earliest subdivisions in Belknap are laid out on a grid. The big boom came in 1923 beginning the back to nature movement when The University of Louisville sold William Randolph 82 ½ acres—donated to U of L by the Belknap family to build the University. Mark Wakefield was the builder for William Randolph. The first two houses he built were 2440 which he built for himself and 2448. Both were grand houses on multiple lots.

2448 was in such bad repair that the city issued a demolition order. And then, a neighbor family bought the house we called “haunted” and woola it is again a grand place. I love what they did to the driveway and the kitchen. The way it was done to look so good, it could have been original.

UPCOMING EVENTS

August Meeting, Sunday, August 18, 2 pm: Gary Falk’s new book: “Made in Louisville”; Unitarian Church, Fourth & York Streets. Gary Falk will talk about his new book featuring the manufacturing and industrial history of Louisville. It is now available at Carmichael’s Bookstores for \$30.

(Note: There are limited quantities, so you may want to buy before this event!)

September Meeting: Sunday, Sept. 15th, 2 pm; Aviation history program. LHL aviation historians Charles Arrington and Ken Machtolff will present an informative local aviation talk. Location to be announced on the next post card!

Upcoming History Events:

- August 17, Saturday, 10:30 am Alexander Hamilton Society, St. Matthews Library, 3940 Grandview Avenue: Topic: “Is the Founders’ Political Philosophy still Relevant Today?”

- Cave Hill Cemetery will be holding several history-oriented tours:

A. Historical walking tour: Sunday September 22, 1 to 2:30 pm, cost \$15

B. Twilight Tram Tour, August 17th, 6:30 to 8:30 pm, cost \$35 / person

For more info, click on CaveHillCemtery.com then click on the ‘TOUR’ menu link

Visit our website at www.LouisvilleHistoricalLeague.org for more info.

Louisville Historical League Since 1972

If you change your address or email address—please notify the League so that you can continue to receive your notices!



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LOUISVILLE, KENTUCKY 40204

JAMES M. WAGNER

BUSINESS (502) 451-8440
RESIDENCE (502) 458-7255



Warren Memorial Presbyterian Church (1870s), SW corner of Fourth and Broadway. Demolished in 1958, the site remains as part of an auto dealership.



Cave Hill Cemetery

Serving the Community for
160 Years

- Burial Spaces are available in recently designed sections and older Victorian Era sections.
- Cremation options include an indoor Columbarium, rustic Boulder Niches, outdoor Niches and Benches, and the beautiful Twin Lakes Scattering Garden.
- Ask for information about our newest additions: Mausoleum Crypt spaces for above ground entombment and our lakeside Quarry Funeral Chapel.
- On-Site Monument Design and Sales

Call 451-5630 to arrange for a personal tour

Hours of Operation: 8:00a.m. - 4:45p.m. 7 days a week
Please visit our website at cavehillcemetery.com

League address:

www.louisvillehistoricalleague.org

Resident at the Peterson-Dumesnil House

301 S. Peterson Ave,

Louisville, Kentucky 40206

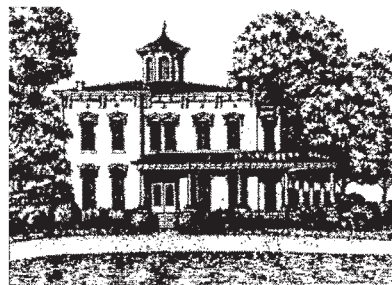
www.petersondumesnil.org

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