

**HISTORIC LANDMARK COMMISSION**  
**PERMITS IN NATIONAL REGISTER HISTORIC DISTRICTS**  
**DECEMBER 17, 2021**  
**HR-2021-190552**  
**OLD WEST AUSTIN NATIONAL REGISTER HISTORIC DISTRICT**  
**1107 GASTON AVENUE**

## **PROPOSAL**

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Partially demolish building and construct two-story side and rear additions with basement. Replace front door and sidelights. Replace roof, gutters, and downspouts.

## **PROJECT SPECIFICATIONS**

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- 1) Partially demolish building to remove existing attached garage, rear additions, and rear windows/walls.
- 2) Rebuild garage as side addition with new second story above. The proposed addition includes a front-facing garage, multi-light casement windows, and exterior brick to match existing.
- 3) Construct two-story rear addition with basement and terrace. The proposed addition is clad in brick, precast panels, and glass, with single and mulled multi-light casement windows. The terrace includes metal handrails.
- 4) Replace front door and sidelights.
- 5) Replace roof and gutters/downspouts to match existing.

## **ARCHITECTURE**

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Two-story brick house with Monterey-style balcony, hipped roof, masonry chimney, multi-light steel casement windows, and attached front-loading garage.

## **RESEARCH**

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The house at 1107 Gaston Avenue was built in 1939 for John Harvey, Sr. and Lucille Nash. John Harvey Nash was a car salesman from Waco who established the John H. Nash Automobile Company in 1927. The dealership started off selling Chrysler-DeSoto vehicles. By 1935, Nash had changed the dealership's name and focus to Capitol Chevrolet, which became one of Austin's largest and most influential car dealerships. After Nash's death, the business remained with the Nash family; John Harvey Nash, Jr. became the company's president and Lucille Nash retained her position as vice president. Lucille Nash remained in the house until at least 1959 after her marriage to James Motheral, a concrete company owner. During her time in the house, Lucille Nash—a trained musician—also became president of the Austin Symphony.

## **DESIGN STANDARDS**

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The City of Austin's [Historic Design Standards](#) (March 2021) are based on the Secretary of the Interior's Standards for Rehabilitation and are used to evaluate projects National Register districts. The following standards apply to the proposed project:

### *Residential additions*

#### 1. Location

The proposed additions are located at the front/side and rear of the property. The side addition is slightly stepped back from the front of the house.

#### 2. Scale, massing, and height

The proposed additions are two stories in height, with a basement level visible only from the rear. While the addition matches the existing building in height, its large scale in comparison to the existing building limits its ability to appear subordinate.

#### 3. Design and style

The proposed addition appears appropriate in design, style, and detail proportions, matching the existing house in materials while remaining articulated as a new addition through the stepback and modern fenestration.

#### 4. Roofs

The proposed roof form and slope appears compatible with the existing building.

#### 5. Exterior walls

The proposed exterior materials are compatible with existing.

#### 6. Windows, screens, and doors

The proposed windows, screens, and doors are compatible, with the exception of the wide garage bay door, which dominates the addition's street-facing elevation.

#### 7. Porches and decks

The proposed rear porches appear somewhat compatible; though their materials do not complement the historic house's design, they are not visible from the street.

#### 9. Attached garages and carports

The proposed front-facing garage matches the orientation of the existing garage, though front-facing garages are not generally present on contributing buildings in the district. However, its increased width may dominate the main façade; per design standards, one-car garages should not be expanded to two-car garages.

#### Summary

The project meets some of the applicable standards.

### **PROPERTY EVALUATION**

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The property contributes to the Old West Austin National Register district.

#### *Designation Criteria—Historic Landmark*

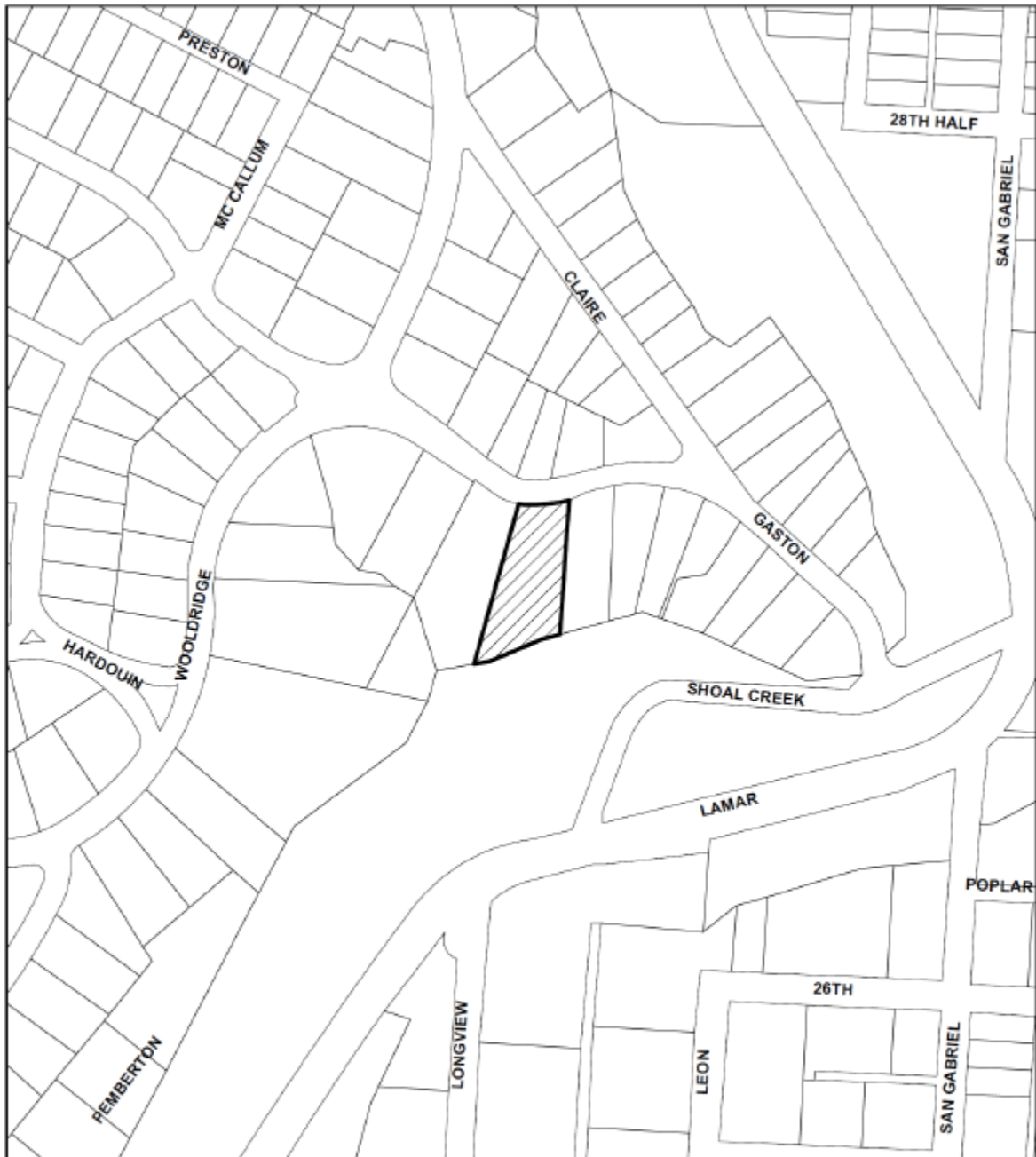
- 1) The building is more than 50 years old.
- 2) The building appears to retain high integrity.
- 3) Properties must meet two criteria for landmark designation (LDC §25-2-352). Staff has evaluated the property and determined that it may meet two criteria:
  - a. Architecture. The building, designed by the firm of C. H. Page and Son, displays Monterey-style influences.
  - b. Historical association. The property is associated with the Nash family, Austin business and civic leaders.
  - c. Archaeology. The property was not evaluated for its potential to yield significant data concerning the human history or prehistory of the region.
  - d. Community value. The property does not possess a unique location, physical characteristic, or significant feature that contributes to the character, image, or cultural identity of the city, the neighborhood, or a particular demographic group.
  - e. Landscape feature. The property is not a significant natural or designed landscape with artistic, aesthetic, cultural, or historical value to the city.

### **STAFF RECOMMENDATION**




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Should the Commission feel that the Nash family's association with the property justifies designation, consider initiating historic zoning. Otherwise, comment on and release plans for new construction upon completion of a City of Austin Documentation Package.

# LOCATION MAP



1" = 250'

-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

## NOTIFICATIONS

CASE#: HR 21-190552  
LOCATION: 1107 GASTON AVENUE

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

This product has been produced by CTM for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.





**PROPERTY INFORMATION***Photos*





*Applicant, 2021*

*Occupancy History*

City Directory Research, November 2021

1959	James E. and Lucille D. Motheral, owners President, Trans-mix Concrete and Superior Stone Products Inc.
1957	Lucille D. Nash, owner (widow of John H.) Vice-president, Capitol Chevy
1955	Lucille D. Nash, owner Vice-president, Capitol Chevy
1952	Lucille D. Nash, owner (widow of John H.) Vice-president, Capitol Chevy
1949	Lucille D. Nash, owner (widow of John H.) Vice-president, Capitol Chevy
1947	John Harvey and Lucille Nash, owners Capitol Chevrolet Co.
1944	John H. and Lucille Nash, owners Capitol Chevrolet Co.
1941	John H. and Lucille Nash, owners Capitol Chevrolet Co.



## Nash Concern Is Added to Auto Row

### New Company Represents 11 Near-by Counties

Another firm was added to Austin's automobile row during the past week in the opening of the John H. Nash Motor company at its temporary location, 215 West Sixth street. The new firm will serve as distributors for the De Soto cars, manufactured by De Soto Motor corporation of Detroit, a product of Chrysler.

The John H. Nash Motor company will represent the De Soto Motor corporation in Austin and 11 counties in Central Texas and will handle a retail and wholesale business from their Austin agency.

In addition to handling the De Soto car, which sells for \$995 to \$1135 completely equipped and delivered, the new motor firm will have a used car department and carry in stock a complete line of parts. The De Soto car is a six-cylinder automobile developing 55 horsepower.

John H. Nash, owner and general manager of the new firm, arrived here 10 days ago from Waco and is residing with his family at 707 Henderson street. Mr. Nash is the youngest son of E. R. Nash, founder of the Nash-Robinson company of Waco. A brother, E. R. Nash Jr., is now president of the Nash-Robinson company of Waco; another brother, J. M. Nash, and a nephew, Edwin R. Nash, are De Soto dealers in Waco and a brother-in-law, Joe Mitchell, has been a Dodge Brothers dealer in the same city for a number of years.

The present organization of the John H. Nash Motor company includes: R. S. Mallett, assistant manager in charge of sales; Lee Griffith, bookkeeper; Howard Darter, mechanic and Clifford Phillips, porter. Mr. Mallett was formerly manager for the Thomson Motor company and holds the distinction of selling the first Dodge Brothers car delivered in Austin back in 1915.

The John H. Nash firm will operate temporarily in the quarters at 215 West Sixth street as plans have already been considered for a new building, Mr. Nash stated.

*The Austin American (1914-1973); Nov 4, 1928*

## Motor Car Style Changes Rapid

### De Soto Dealer Traces Sedan Models Many Years

"Style improvement has been more pronounced and rapid in the automobile industry than in any other business," said John H. Nash of John H. Nash Motor Co., local dealers for the De Soto six, a Chrysler Motors product recently in discussing the evolution of the modern automobile from the days of the horse-drawn vehicle.

"Until the advent of the motor car, progress in style development of carriages for personal transportation was slow. The designs varied but little for centuries, until with the coming of the automobile, every effort was made to render the bodies more comfortable and attractive to the eye. In the early days, design and styles naturally were copied from the lines of the leading types of carriage. And as their appearance improved the makers retained the names of the favored vehicles of the past. Thus we have today the coupe, roadster, brougham, limousine, victoria and sedan, though they would hardly be recognized by the old coach makers who originated style when horse was king.

*The Austin American (1914-1973); May 26, 1929*

## Women Own And Drive More Autos

More women own and are driving automobiles today than ever before, and the modern woman, unlike her predecessor, knows what makes the wheels go round in an automobile, almost as well as does her motor-wise opposite. This is the opinion of John H. Nash, local dealer for the De Soto six.

"Just as woman has come into her own in the business, social and athletic world," Mr. Nash said, "so has the automobile come into its own as a necessary adjunct to her varied round of activities. And just as woman is able to hold her own in the business, social and athletic world, so is she equally independent

in connection with the selection and maintenance of her automobile.

"This development of knowledge about the ins and outs of an automobile on the part of women of today, has led them to become exceptionally critical as motor car purchasers. Golf, afternoon teas and bridge, shopping, business—all demand a motor car that will fulfill the needs to which it is put.

"For this reason," he continued, "the De Soto six holds an unusual appeal for the woman of this modern age, and is being purchased and is being driven by women in ever-increasing numbers.

"Women demand a car that is exceptionally easy to handle, quick to respond to the slightest touch, safe, comfortable, economical and at the same time embodying the elements of style and beauty. And their increasing mechanical knowledge makes it possible for them to exercise keen judgment in choosing a car that will give them long, dependable service."

*The Austin American (1914-1973); Nov 17, 1929*

## Record Run From Detroit Here Made

### John H. Nash Completes Trip in 40 Hours

John H. Nash of Austin, head of the John H. Nash Automobile company, local distributors of the De Soto car, hung up a new record for driving an automobile when he drove from Detroit to Austin, a distance of 1777 miles in 40 hours.

Mr. Nash wired L. G. Peed, general sales manager of the De Soto Motor corporation, after returning here as follows:

"Average speed 44 miles per hour for 1777 miles under varied weather condition. Gasoline consumed averaged 17 1-8 miles to the gallon. Arrived in Austin with original air and water, no additions. Could not ask for better performance, regardless of price."

*The Austin American (1914-1973); Mar 16, 1930*

## New Chevrolet Firm Formed

### John H. Nash Announces Corporation Plans

Organization of the Capitol Chevrolet, Inc., by John H. Nash, head of the former John H. Nash Motor company, was announced Saturday by Mr. Nash, president of the new corporation, which is located at 220 East Fifth street.

Mr. Nash also announced he had been appointed distributor for the Chevrolet automobiles and trucks in this territory by General Motors. Mr. Nash has moved his offices and salesroom from the former location at 310 West Fifth street to the East Fifth street location.

#### Open 24 Hours Per Day

In announcing the new corporation, Mr. Nash stated that his establishment is in position to give every type of automobile service to the patrons. The Capitol Chevrolet, Inc., is open 24 hours a day, including Sunday, for the accommodation of motorists who may need emergency repair or service on their cars. This service is given on all types of cars, he announced, and is not restricted to Chevrolet automobiles.

The new corporation employs 51 people in its various departments, Mr. Nash stated. C. T. Dantin is sales manager of the new

## Nash To Build \$15,000 Home

### Building Here Soars To \$4,181,008

Permit for the construction of a two-story brick veneer residence with garage integral and basement issued to John H. Nash to be constructed at 1107 Gaston avenue at a cost of \$15,000 featured the building record for the week which included 56 permits for an aggregate value of \$138,463 and brought the total for the year to \$4,181,008.

Contract for the construction of the Nash home has been awarded to Robert Morris, Austin contractor, and plans were drawn by the architectural firm of C. H. Page and Son.

*The Austin American (1914-1973); Apr 7, 1935*

*The Austin American (1914-1973); Jun 18, 1939*



## John H. Nash Named New Chairman of Red Cross

John H. Nash, prominent Austin business man, Tuesday became the new chapter chairman of the Travis county chapter of the American Red Cross.

Nash, president of the Capital Chevrolet company, was elected at a meeting of the Red Cross board Tuesday morning at the Austin National bank.

The board, with Mrs. Alden Davis, temporary chairman, presiding, first accepted the resignation of John H. Keen, immediate past chairman, who left Austin to accept a government job.

The nomination for the chairmanship, a non-paid position, was made by J. W. Calhoun, chairman of the nominating committee.

Mr. and Mrs. Nash live at 1107 Gaston. They have three sons, one in Austin high school, one in A. & M. and another in N.M.M.I. at Roswell, N. M.



JOHN H. NASH

*The Austin Statesman (1921-1973); Nov 24, 1942*

## John Nash, Jr., Graduates From New Mexico Military

ROSWELL, N. M., June 2.—(Spl) John Harvey Nash, Jr., son of Mr. and Mrs. J. H. Nash of 1107 Gaston avenue, Austin, was graduated from New Mexico Military institute Tuesday.

Nash was among the 28 members of the class who had been enrolled in New Mexico Military institute for four years. He received a high school certificate in June, 1940, and has completed the junior college course. He has earned varsity track letters and participated in varsity football.

Young Nash was a sergeant in the cadet corps and completed the advanced course in the senior cavalry unit of the R.O.T.C. Upon graduation, he will report for duty with the army. After a three months training period, he may qualify for a commission as second lieutenant of cavalry, officers' reserve corps.

Nash was among the 162 graduates who received diplomas from Gov. John J. Dempsey of New Mexico. Eighteen states and seven foreign countries are represented in the class of 1943. Thirty-seven young men from Texas are members of the graduating class.

Ben M. Cabell, nephew of Mr. and Mrs. W. B. Ransom of the Ransom drug company in Austin, is ex-



JOHN H. NASH JR.

pected home for the summer vacation immediately following commencement.

Enrollment at New Mexico Military institute is limited to 680 cadets. Of this number, 147 are from Texas.

*The Austin Statesman (1921-1973); Jun 2, 1943*

## BBC to Interview Sgt. John Nash

Sgt. John Nash of Austin will be interviewed Saturday evening over the British Broadcasting company program, "American Eagle in Britain," the BBC has announced. The program will be carried over BBC shortwave and also over Mutual network at 7 p. m., Austin time.

Sgt. Nash, who fought as an infantryman in the "Battle of the Bulge" last winter, is the son of Mr. and Mrs. John H. Nash, 1107 Gaston avenue. His wife, Mrs. Margaret Nash, also lives at 1107 Gaston.

*The Austin Statesman (1921-1973); Aug 4, 1945*

## Nash Funeral Planned Today

Funeral services for John H. Nash Sr. will be held Sunday at 3 p. m. at the First Baptist Church with Dr. W. R. White, president of Baylor University and former minister at the church, officiating.

Nash was president of Capitol Chevrolet, Inc. The body will be at the home, 1107 Gaston, until 2 p. m. Sunday when it will be taken to the church.

Pallbearers will be Rufus Nash of Waco, Horace Nash of Dallas, Francis Mitchell of Waco, Joseph Nash of Waco, Edwin Nash of Waco, Boswell Porter of Caldwell, Sam Landham III of Victoria, Bruton Orand of Dallas, Dr. Joe Reeves of Florida, and F. M. Compton III of Waco, all nephews. Burial will be in Memorial Park.

will be nephews: Ed Acklin, Ernest Acklin, Louie Luedecke, Preston Lockwood, Joe Lockwood, and Melvin Lockwood. Burial will be at Manor.

### VICTORIA FAY EDWARDS

Victoria Fay Edwards, infant daughter of Mr. and Mrs. Ford O. Edwards, died in a local hospital Saturday. She is survived by her parents, one sister, Sandra Lee

*The Austin American (1914-1973); Feb 29, 1948*



# Morgan Asks Motheral To Resign City Position

## Engineer Unavailable To Comment on Action

By WILLIAM J. WEEG  
The Austin Statesman Staff

City Manager Gulton Morgan Friday admitted that he had requested the resignation of James E. Motheral, city public works director, but that Motheral had not resigned by Friday morning.

Morgan added that he had placed no time limit on submission of the resignation, but unconfirmed reports indicated that Motheral would do so during the day.

Motheral's name was included in the list of property owners from whom rights of way must be purchased for the new interregional highway through Travis County.

A list of right-of-way deeds sent to the County Commissioners Court by the Texas Highway Department for purchase of lands for the Interregional Highway north of the Austin city limits included one for 5.537 acres with J. E. Motheral's name pencilled in as the owner. An accompanying plot showed this acreage located near the intersection where the Interregional Highway enters US Highway 81 about one and one-half miles north of Fiskville.

The deed from the highway department did not show when the land was conveyed to Motheral or who previously owned it.

"I regret that publicity has been given to this matter," Morgan said. "I do not want to say anything that

will hurt either the city's organization or Motheral."

Asked whether any present member of the city's engineering staff will be appointed as Motheral's successor or in the event of his resignation, Morgan said:

"I will announce Motheral's resignation when it comes and I will announce the appointment of his successor. Until then, I don't want to say anything."

Motheral's post pays a salary of \$8,500 a year.

Motheral was unavailable Friday morning for a statement either at his office or at his home.

While Morgan refused to make any statement relative to Motheral's probable successor, he will name some engineer presently with the city if he follows precedent used in making previous appointments.

On that basis C. G. Levander, assistant director of public works and sewer engineer, would be in line for the appointment. The name of Noble E. Latson, city paving engineer, also was mentioned as a probable successor.

Developments in the Motheral case came to light after Morgan met with the City Council in a "closed door" session Thursday to discuss the possibility of Motheral's resignation. The council members took no formal action as a body, however, since city department heads report directly to Manager

Morgan. Under the City Charter, the council cannot interfere with the city manager in the appointment or hiring of the city public works director.

Motheral came into the employ of the city in 1933, the year that City Manager Gulton Morgan was appointed city manager. He was a student of the University of Texas, studying civil engineering in 1918. Since 1918 he has been continuously engaged in the practice of civil engineering. From 1921 to 1925 he was assistant county engineer of Travis County and served as resident engineer of the Texas Highway Department from 1925 to 1928. He returned to the service of Travis County as assistant county engineer from 1929 to 1933.

He was appointed city engineer in 1933 and with the expansion of the city engineering department was promoted in 1945 as director of public works.

Motheral as director has supervised nine divisions, including planning, operation and construction of engineering projects of the public works department involving expenditure of more than \$1,000,000 annually.

Divisions under his charge are street and bridge, airport, sanitary, weights and measures, sewage, general park maintenance, cemetery, repair shop, and engineering office and surveying and field work.

# City Awaits Motheral's Successor

Formal resignation of Public Works Director James E. Motheral effective Sept. 15 and its acceptance was made Friday afternoon, City Manager Guiton Morgan said Saturday.

Morgan did not announce a successor for the \$8,500 a year position, nor did he comment otherwise than saying Motheral's resignation had been accepted.

Motheral, who had held his position with the city for the past 16 years, said in his resignation that he would probably go into the development of a project outside the city.

He did not go into details of this "project," other than adding that he had made his plans for the future.

The retiring director said he had planned to retire for some time, but that the matter came to a head Thursday afternoon with Morgan and the City Council in a closed session discussed property bought by Motheral which comprises part of the right-of-way for the proposed inter-regional highway through Travis County.

Morgan said he purchased the

land April 20 before he knew exactly where the new superhighway would be located.

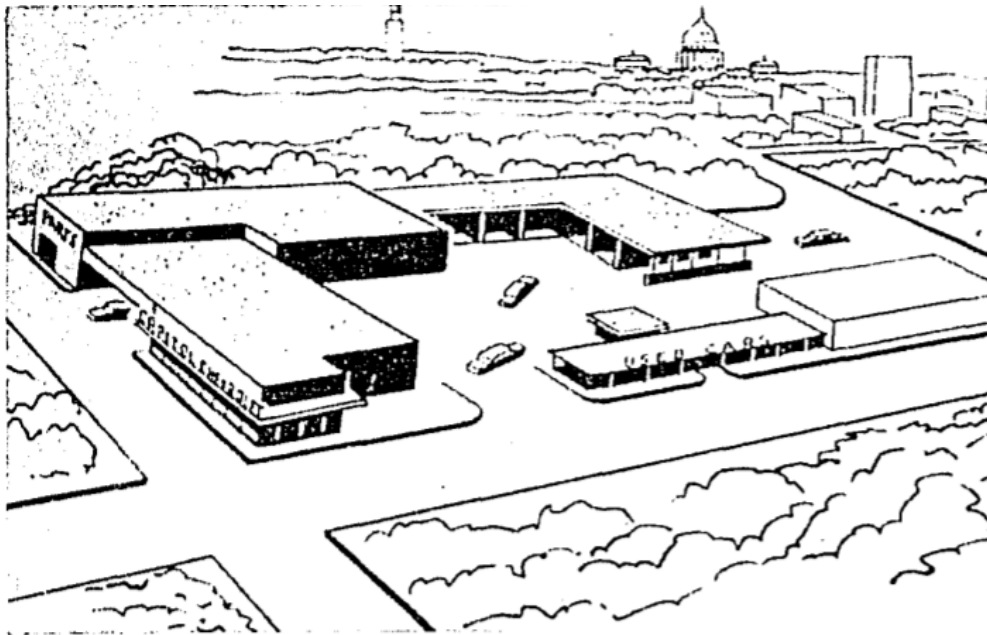
His letter of resignation is as follows:

"For some time I felt that I should resign my position as director of public works for the City of Austin so that I might enter private enterprise. In this connection, as I have heretofore informed you, I have considered the development of a project outside the city, and I feel that it is to my best interest to tender my resignation so that I might devote my time to my personal affairs.

"I regret that our discussions of this matter have been made prematurely public; nevertheless, I now respectfully request that you accept this as my resignation, effective Sept. 15, 1949.

"In submitting my resignation I have both a feeling of pleasure and regret. Pleasure in that I will be relieved of some of the responsibilities in connection with my work with the city, and regret, of course, at the thought of leaving a fine organization and some of the projects we have planned and are, as yet, incomplete.





**NEW CAPITOL CHEVROLET, INC.**—This sketch shows the new home of Capitol Chevrolet, Inc., which formally opens Saturday at 10 a. m. The streamlined plant, located at the corner of Lamar Boulevard and West

Fifth Street, includes 43,000 square feet of buildings and two acres of land. Customer convenience is emphasized in this spacious new Chevrolet home which was designed for the ultimate in coordinated car service.



**EXECUTIVE GET-TOGETHER**—Officers of Capitol Chevrolet, Inc., meet for conference in the firm's handsome new home, a building designed for modern efficiency on a site acquired in 1948. Seated are Mrs. John H. Nash Sr., vice president and widow of the

firm's founder, and John H. Nash Jr., president and general manager. Standing are Renel Nash, left, used car manager; G. L. Anderson, secretary-treasurer, center, and Charles Nash, right, truck branch manager. (Neal Douglass Photo.)

# Strong Ties of Family Continued in Business

It was John H. Nash's belief that a family that plays and works together is a happy family.

That "together" quality is still there, a strong link in a family business begun by the father in 1927.

The elder Nash moved to Austin that year from Waco and opened a car agency in a 20-foot building on West Sixth Street, across from the Post Office. He saw it then as a business that would grow along with his boys, as his boys would grow along with the business.

The nation was keeping cool with Coolidge. Lindbergh had flown the Atlantic. Austin, with 53,000 residents, was talking and acting like "a big little city." John Jr. had started to school. Charles was mastering his tricycle. Reuel, the baby, was a few months old.

When Nash, a business and civic leader, died in February 1948, his wife and sons, who had rounded out war service a few years before, were equal to the management and continued development of the business he had started. As one of the boys put it, "As far back as we can remember, we all had a share in the business. There wasn't a part of it we didn't know. We'd worked together just as we'd played together. It was just natural for us to think together as a family."

The formal opening of Capitol Chevrolet, Inc., in its own home at

bile. "I pitched in and gave him everything I had. He bought a business coupe at full price, no discount and no quibbling. My knees must have buckled a little. Dad said I'd better take some time off, and I did."

College and war service brought the family its first separation. John attended New Mexico Military Institute and the University of Texas, entered the Army in 1941 and was discharged in 1946 after duty in Europe.

Charles followed his brother into the Army in 1943 by way of A&M, and the cadet corps. Reuel, also an A&M student, entered the Navy in 1944 and then went to Baylor University for his degree after the war. All three have followed a family pattern in civic activities; all three have served on the Junior Chamber of Commerce board of directors.

A third generation of the Nash family is growing now. Its members are a bit too young to know about the business, but it is a good guess that they will hear about it in time. Charles, who married Dorothy Moore of Austin, has two children, Nancy Lucille, 3, and Charles Jr., five months old. John and his wife, who was Margaret Maer of Fort Worth, have a seven-month-old son, Richard Lloyd (Dick). Reuel is married to the former Mary Margie Lewis of Abilene.

The formal opening of Capitol Chevrolet, Inc., in its own home at Fifth and Lamar is on a site Nash Sr. had liked for years, even before Lamar Boulevard was constructed as a major traffic artery in Austin. "Dad would drive by here, look at this location and say, 'That's the place for us.'" When the property was put on the market, the Nash family bought it in October 1948.

John Nash Jr. heads the corporation as president and general manager. Charles manages the truck branch. Reuel is the used car manager. Vice president of the organization is the senior Mrs. Nash, a handsome, blue-eyed woman who fills a business role with the tact and humor she brought into a home and the rearing of three strapping boys.

The Nash business, a Chevrolet agency since 1933, weathered the depression and expanded in the good years. Although the boys worked in it during the summers—one or young John's duties in the depression was to deliver the firm's business checks in person so as to save postage—there was a lot of time free for picnic vacations at Lake McQuinney and, later on, for hunting and fishing. There were all family expeditions. Mr. Nash has made mountains of sandwiches in her time and chaperoned whole house parties of young people.

"It was more fun to bring our dates along and go with the family," one of the boys said. "We were pretty proud, I think, that our mother and dad weren't wet bed sheets. We kind of liked to show them off to our friends."

John Jr. remembers the day he sold his first car. Fresh from a sales school, he got to talking with a man at a filling station on Guadalupe Street and found the man was interested in a new automo-



# Orchestra's Society Taps Mrs. Nash

The new president of the Austin Symphony Orchestra Society is Mrs. John H. Nash Sr., who succeeds Mrs. R. Max Brooks.

Mrs. Nash is the second woman to hold the top post in the society's 18-year history, and she was chosen at a board meeting Thursday in the Commodore Perry Hotel. Selected executive vice president was Edward J. Maloney, general manager of E. M. Scarbrough and Sons, a former vice president on the symphony board.

Other officers named at Thursday's meeting are Mrs. J. Chrys Dougherty, reelected vice president in charge of student concerts; John D. Simpson, vice president in charge of finances; William J. Koen, vice president in charge of program advertising; Mrs. Druce Evans, vice president in charge of season tickets; Tom G. Brown Jr., vice president in charge of public relations; Mrs. T. J. Hemphill, secretary; and Malcolm Gregory, reelected treasurer.

Also elected was the advisory committee to the executive board. On this panel are Arch Adams, Eugene Bartholomew, Mrs. R. Max Brooks, Fred W. Catterall Jr., Howard Cox, Judge St. John Garwood and Judge James P. Hart.

E. H. Perry continues as honorary chairman of the board, and Kurt Schmedes continues as president emeritus.

Mrs. Nash has been active on the symphony board as vice president in charge of finances. Her other community activities include being vice president of

Capital Chevrolet Company, president of Capitol Investments, Inc., and a member of the Woman's Symphony League, the Junior Helping Hand, the Austin Woman's Club, the Settlement Club and the First Baptist Church.

She holds a bachelor of music degree in piano from Baylor University, and is a member of the board of the Baylor Ex-Students Association.

She and the other new officers will assume their duties May 1.

## John H. Nash Jr. dies in Hong Kong

John H. Nash Jr. of Austin, a board member of the Lower Colorado River Authority and owner of Capitol Chevrolet, has died in Hong Kong. He was 58.

Few details of Nash's death were available.

But Bill Petri, who served on the LCRA board with Nash, said he was told by a third board member that Nash died from a massive heart attack while on a trip to China.

Funeral arrangements were pending at Weed-Corley Funeral Home.

Nash is survived by his wife, Margaret Maer Nash; sons, Richard Lloyd Nash, John H. Nash III, William L. Nash; mother, Mrs. James E. Motheral; all of Austin; brothers, Charles D. Nash of Austin, E. Reuel Nash of Lubbock; several nieces and nephews.



JOHN H. NASH, JR.

John H. Nash, Jr. 2905 Greenlee, President of Capitol Chevrolet and longtime Austin civic leader, will be buried Saturday, Oct. 6, following an 11 a.m. service at the First Baptist Church of Austin. Arrangements are being handled through Weed-Corley.

Mr. Nash died suddenly while on vacation in Hong Kong. He was 58.

An Austin resident since 1928, Mr. Nash was past President of the Austin Chamber of Commerce, Retail Merchants Association of Austin, Texas Automobile Dealers Association and Vice-President of the Texas Hereford Association. He was also the past Chairman of KLRN and a former member of the Austin Community Guidance Center, Texas Egg

Board and Texas Egg Council.

In addition, Mr. Nash was the current Secretary of the Lower Colorado River Authority Board of Directors. Most recently, he was elected Region II Vice-President of the National Automobile Dealers Association and was the Executive Committee Liaison to NADA's American Truck Dealers division. He was also the NADA Director for South Texas and a member of the Nominating Committee and the Board of Directors for the NADA Insurance Trust.

Mr. Nash is survived by his wife, Margaret Maer Nash; sons, Richard L. Nash, John H. Nash, III, and William L. Nash; mother, Mrs. James E. Motheral; all of Austin; brothers Charles D. Nash of Austin and E. Reuel Nash of Lubbock; and several nieces and nephews.

*The Austin American Statesman (1973-1980); Oct 1, 1979 and Oct 5, 1979*

Permits

Connection Charge \$ 12.53 Duplicate  
N<sup>o</sup> 15809

APPLICATION FOR SEWER CONNECTION.

Austin, Texas, June 13 1939

To the Superintendent of Sewer and Public Improvements,  
City of Austin, Texas

Sir:—

I hereby make application for sewer connection and instructions on premises owned by John H. Nash  
at 1107 Gaston Ave Street,  
(Ben Eppright)  
further described as lot \_\_\_\_\_, block \_\_\_\_\_, outlot \_\_\_\_\_,  
subdivision Shoal Terrace division \_\_\_\_\_, plat 59,  
which is to be used as a Res.

In this place there are to be installed 15 fixtures.

I agree to pay the City Sewer Department the regular ordinance charge.

Sewer service permit, 1939

# WATER SERVICE PERMIT

Austin, Texas

No. 13527

# INDEXED

Date June 18, 1939

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Received of John H. Nash

Address 1107 Gaston Avenue

Amount Thirty and no/100

Plumber Andrewartha

\$ 30.00

Size of Tap 2

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Date of Connection 6-14-39

Size of Tap Made 2"

Size Service Made 2"

Size Main Tapped 6"

From Front Prop. Line to Curb Cokk 7'

From WEST Prop. Line to Curb Cokk 25'

Location of Meter CURBLINE

Type of Box 18" X 20" CEMENT

Depth of Main in ST. CEMENT 2'

Depth of Service Line 2'

From Curb Cokk to Tap on Main 4' 11"

Checked by Engr. Dept. 12-5-39 LE

No.	Fittings.	Size.
1	Curb Cokk	2" X 1 1/2"
2	Elbow	2" X 1 1/2"
3	Reducer	2" X 1 1/2"
4	Pipe	2" X 1 1/2"
5	Tap	2" X 1 1/2"
6	Union	2" X 1 1/2"
7	Plug	2" X 1 1/2"
8	Stop	2" X 1 1/2"
9	Box	2" X 1 1/2"
10	Valve	2" X 1 1/2"

Job No. 41420

Reg. No. BENSON

*Water service permit, 1939*

John H. Nash

1107 Gaston Ave.  
Ben Eppright

## Shoal Terrace

Two story brick veneer res.-garage  
integral & basement  
275n - 6/13/39

*Building permit, 1939*

ADDRESS: 1107 Canton Av. PERMIT: 24184 PLAT: 59  
LOT: B5 BLOCK: SUBDIVISION: Shout Terrace EASE DISC.  
OCCUPANCY: Remodel Res. DIMENSIONS:  
OWNER: Morris M. Morris CONTRACTOR: R. Plumber MECH.: J. J.  
LAYOUT: 11/6/81 C/O N  
PLUMBING ROUGH 11/12/81 C/O  
SEWER  
COPPER  
FOUNDATION  
FRAMING 1/5/82 C/O  
INSULATION  
PLUMBING TOP OUT 1/12/82 C/O  
MECHANICAL ROUGH 1/5/82 F/S  
ELECTRICAL ROUGH 2/11/82 R/W  
WALLBOARD NO 2/11/82 R/W  
FINAL BUILDING NO 11-24-82 P/L  
PLUMBING  
MECHANICAL  
ELECTRICAL  
SIDEWALKS & DRIVES

ELECTRICAL: C/O  
R.O.W. CONCRETE:

Canton Av.

B5 ac.

N ↑

CLERK: DATE: 4/24/81

BID 2048 JUNE 80

INSPECTOR:

*Building permit, 1981*