



THE TOWPATH

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THE NEW BREMEN HISTORIC ASSOCIATION
APRIL 2012

Our speaker this year was Edith (Blanke) Wissman. Edith chose the topic "This is My Life" and focused on Music, Education, Sports and Family. Her message provided a snapshot of her life and her love for New Bremen and garnered many compliments from the audience. Thank you, Edith!



NBHA Annual Dinner Meeting 2012

The New Bremen Historic Association held their Annual Dinner Meeting on March 19 at the Faith Alliance Church. The meeting was well attended and the dinner was delicious. Shirley James & Myra Boehnlien, Cobbler's Cottage Café, provided a German meal.

Larry Dicke, NBHA President, welcomed the members and introduced the Trustees and appointed members of the Board. A brief business meeting elected returning and new board members. Revisions to the Code of Regulations of The New Bremen Historic Association were noted.

Special recognition was given to Lucille Francis, Susie Hirschfeld, Joyce Holdren and Delores Stienecker for their years of commitment and service to the organization.



Edith Wissman



**Lucille Francis, Susie Hirschfeld, Joyce Holdren,
Delores Stienecker**



"THE TOWPATH" is a historical reflection of New Bremen and the surrounding area published quarterly by the New Bremen Historic Association. Any stories and/or pictures that our readers are willing to share are welcomed.

Genevieve Conradi and Joyce Ruedebusch, Editors
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WEBSITE – www.newbremenhistory.org
Johanna Schroer

NBHA Board of Trustees

- (15) **Larry Dicke**, President...419-629-1903
lddicke@nktelco.net
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- Genevieve Conradi**, Historian's Scrapbook...419-629-2764

Board meetings are held the first Tuesday of each month at the Lockkeeper's House at 7PM.

**An Interview with
Victor Maurer
First President of the New Bremen Historic
Association**



When asked about his reason for becoming involved in the newly formed Historic Association Vic said, "I have a legacy here in New Bremen and I wanted to help improve my town." He credited several friends for getting him to join the group and was appointed as the first President in 1973. During his term as President he was instrumental in directing the successful funding of the museum project.

During our interview we learned that Vic does indeed have a New Bremen legacy going back to some of our first settlers. The Maurer family emigrated from Cronenberg, Germany in 1833. (See the October, 2005 Towpath for more information on these early settlers.) Vic's grandparents Adam Maurer and Caroline Sundermann were married in St. Peter Church in 1880. Their son Walter Maurer married Mary Ann Roettger and became the parents of twelve children. Victor Louis born in 1925 was the seventh son. The family lived in the Kettlersville area and Vic graduated from Anna High School. He served with the Marines in the Pacific theater during WWII as a tail gunner on B-25 bombers. After his discharge he worked in sales at the New Bremen Hardware and then with Provico, Inc. until his retirement in 1987.

Vic married Virginia Boyer another Anna High School graduate in 1947. Ginny who died in 2009, was a registered nurse. She received her training through the US Cadet Nurse Corps at Miami Valley School of Nursing in Dayton, Ohio. The Maurers moved to New Bremen over fifty years ago and raised their children here. Their children are Jack Maurer, Jane (David) Wyen, Pam (Paul) Simon, Lori (Mark) Winner, and Kimberly (Tim) Hemmelgarn.

We thank Vic for sharing his legacy, his memories and for his service as the NBHA's first president.

From Out of the Past

A Few Items published in the *New Bremen Sun* in 1895

Apr. 9 Charles J. Boesel and family of Galveston, Indiana arrived here last week to make New Bremen their new home. He will enter business with his father, Charles Boesel, who will this summer erect a new business block. Charles J. was in the hardware business at Galveston. Charles Boesel will erect a large business block on New Bremen this summer. It will front on Monroe Street and will be directly opposite the Post Office. The dimensions of the foundation will be 50x85 feet. It is contemplated to put two storerooms on the lower floor and a public hall and office rooms in the second floor. If he can see his way clear, he will put on a third story which will only be suitable for lodge use. The building boom in New Bremen is on.

Oct. 8 The Boesel Opera block and the Speckman & Nieter business block are admirable ventures and have set up an appetite for building. There is a healthy building boom on which will extend into wider dimensions before another year rolls around. It is an established fact that dwellings are in demand and that this town can afford a larger and more commodious hotel and city building.

Oct. 29 A high flagstaff was hoisted on Boesel's Opera House last Wednesday and soon the bright starry banner can be seen to wave over one of the prettiest business blocks in Auglaize County.

1898

A new bank will be opened in the Boesel Opera House block in the near future. Mr. Charles Boesel will soon launch into banking business as he has sold his interest in his hardware business to his son.



Boesel Opera House Building circa 1950



Boesel Opera House 2002

And in the Present **2012**

On **February 27, 2012** the **Opera House Building (Boesel Opera Block)** suffered heavy damage due to fire. The cause of the blaze is not known but was ruled accidental by the Fire Marshall. The building dates back to 1895 and the Opera House located on the upper level hosted many plays, musical programs and high school graduations before the 1920s. The building was also used by the American Legion for many years. In more recent years the building, owned by Crown Equipment, on the street level has housed the Fireside Pub restaurant and Que's Barbershop. The fire destroyed these two business areas. Firefighters from six departments fought the blaze valiantly. They kept the fire from spreading to adjacent structures in a safe manner. They used water from the nearby Miami and Erie Canal to battle the blaze.



**Opera House Building after the fire
(Photo by Mike Meyer)**

Fire-Continued from Page 3.



**Opera House Building after the fire
(Photo by Mike Meyer)**



History of Cemeteries in New Bremen

The plat of Bremen (New Bremen) was officially recorded June 11, 1833. Streets and lots were designated and public space was reserved for a church, school and burial ground. The burial ground was part of St. Paul Church but often referred to as the Village Cemetery. Located on the west side of Herman Street, opposite St. Paul Church, it is the present site of a ball field and playground.

In September, 1833, one of New Bremen's pioneers Phillip Jacob Maurer died just one month after he and his family settled here. According to his family history he was buried in the church cemetery.

The New Bremen Village Council began to explore in the 1840s the need for a cemetery outside of town because of sanitation and public welfare concerns. Before action could be taken the village and surrounding area was hit with the cholera epidemic of 1849. Cholera, a highly contagious disease probably fueled by the canal and unsanitary conditions caused many deaths. It was reported that 150 people out of New Bremen's population of 700 died of cholera that year. In a three week period of

time, between July 27 and August 18, 1849, church records show that St. Paul lost 122 members and that a mass grave was dug for the burial of these victims in the St. Paul Cemetery.

From 1833 to 1865, most burials were made in the St. Paul Cemetery even though two other churches had been established. Judging by the size of the cemetery and space needed for a grave, as many as 2500 to 3000 persons may have been buried in this cemetery. In 1853, St. Paul Church Council was concerned that the burial ground was almost full so they purchased land on State Route 274 west of New Bremen. This cemetery was known as Memorial Park Cemetery initially but later called Plank Road Cemetery and was open to burials until 1938.

St. Peter's Church, formed in 1845, also established a burial ground on N. Herman Street opposite their church. It is estimated that as many as 500 persons may have been buried there but there are no records to confirm this. There is only one recorded burial in the St. Peter Cemetery in the early St. Peter church records and that was in 1847.

The other church that was established during this time period was Zion's Church, formed in 1865. Zion's did not have a cemetery.

In 1865 the St. Paul Cemetery and the St. Peter Cemetery were closed and out of town burial was established by a village ordinance.

The original 1865 constitution of the German Protestant Cemetery was written in German and titled **Constitution of the German Universal Protestant God's Acre**. The founders of the German Protestant Cemetery Association were:

William Finke, President

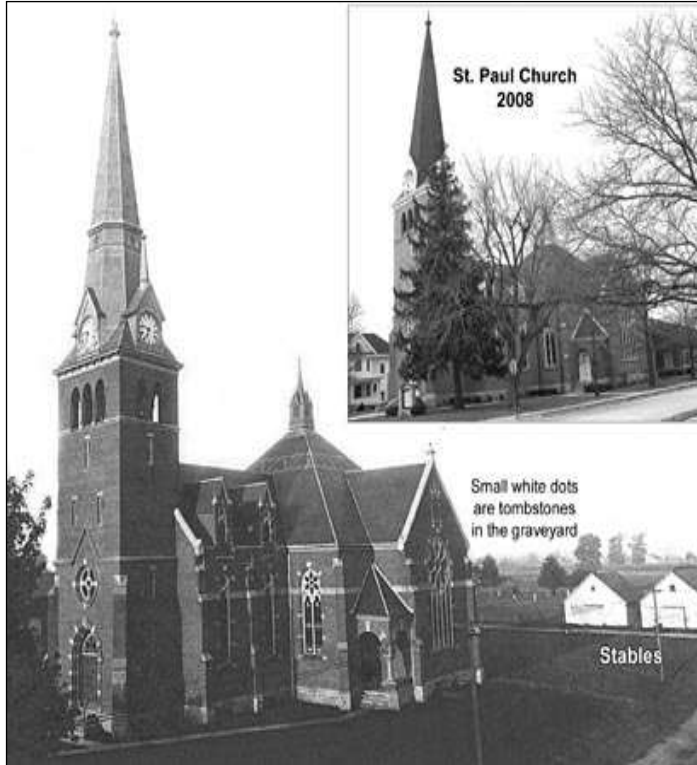
Christian Schmidt, Treasurer

Henry Schmidt, Secretary

Henry Huckriede, Charles Boesel & H. F. Kuenning,
Trustees.

The Plank Road Cemetery remained open until 1938. The Willow Grove Cemetery (Lock Three Cemetery) was opened in 1866. The German Protestant Cemetery (Lock Two Cemetery) and Willow Grove remain open today.

The Village Cemetery/St. Paul Cemetery Cemetery to Playground



Time period for this picture: The first stable was built in July 1895. One of them burned to the ground in August 1920 and was not replaced. Therefore this picture was taken sometime between 1895 and 1920. It is the only picture known that verifies the existence of a graveyard.

6/12/1903, *The New Bremen Sun*. At a meeting of the board of trustees of the St. Paul church last Monday afternoon it was definitely decided ...to erect a new fence around the old grave yard between Herman Street and the L. E. &W. RR, and to make other needed improvements on all the church property...

8/25/1916, *The New Bremen Sun*. As the old St. Paul's cemetery, on North Herman Street, is to be plowed and leveled off within a short time now, those who have relatives or friends buried there and wish the remains to be transferred to some other burying place, are requested to make their wishes known without delay to the St. Paul Trustees.

FROM ST. PAUL'S CHURCH SESQUICENTENNIAL BOOK OF 1983, P. 19:

Plans for a ball field and playground area west of the church on Herman Street were outlined in September, 1948. This involved a great deal of work and money, as this was the site of the original church cemetery. Because there was a real need in the community for a ball field and park area and since the church cemetery could no longer be used for burial because of a village ordinance passed in the 1860's prohibiting burials within the corporation, it was felt this would be an excellent use of this church-owned property. A notice was released for families having loved ones buried there to have the right to relocate those graves. (A few were relocated; hence several stones in German Protestant Cemetery have dates of death prior to its establishment in December, 1865. However, the majority of the remaining headstones were buried on top of each respective grave and leveling of the area took place over a period of several years.)

GEOPHYSICAL SURVEY CONDUCTED OF HISTORICAL ST. PAUL CHURCH GRAVEYARD

A geophysical survey of the historical St. Paul Church graveyard, located west of the Educational Building, was completed in **October 2011** by GeoSearches, Inc. of Chagrin Falls, OH. The commissioned survey was conducted using subsurface scanning with ground penetrating radar to determine if buried remains still exist at this site.

The graveyard was established in 1833 along with the establishment of the town. In 1849, 122 St. Paul Church members died as the result of a cholera epidemic and were buried here. The cemetery was used until December 1865 when the German Protestant Cemetery (and a short time later, the Willow Grove Cemetery) were established due to the village's decision that it was no longer wise to make burials within the city limits for health reasons. In 1916, notice was made by St. Paul Trustees that the cemetery was soon to be plowed and leveled off and that anyone with relatives or friends buried there and wished the remains to be transferred to some other burying place, do so without delay. In 1948, the remaining tombstones were laid flat and covered when it was decided to make the site into a ball park that is still in use today.

The complete report of this survey is on file in the church office and may be reviewed during office hours.

Kathy Topp, Editor, *The Beacon*, Vol. 62, No.12 (December 2011)

The New Bremen Speedway, Old 93 **By Kathi Wuebbenhorst-Overley**

As a young child I can remember the race cars passing by our home at the corner of Ash and Herman Streets. Along with my older brother we would sit on the small grassy hill and watch these brightly painted cars being pulled on trailers heading for the track. On the Sundays that there were races, I remember Mom and Dad would not allow us kids to walk or ride our bikes to the bowling alley or dairy queen because of the high traffic volume of race car participants and spectators. The only time that I can remember going to the race track was when I was in Girl Scout Brownies and they held summer Day Camp in the front acres of the track. What I didn't realize back then was that just a few years earlier one of those race cars had belonged to my Dad. Old 93. Here is his story:



The Last Lap **By Carl E. Wuebbenhorst** **(Copyright © 2004 by Carl E. Wuebbenhorst Heir)**

Even though it's been a little over seventy years ago, I can still hear my mother, with a bit of sarcasm in her voice, say "Your father is at the race track again." This all started when I was about knee high to a shock absorber. Dad was rebuilding the engine of our old Maxwell and he needed some parts. I never did figure out how my Dad knew enough to do such a complicated thing. He must have been smarter than I thought. Of course he kept proving that for many more years.

Now Leo Huenke's garage was only two blocks from home, so that was the logical place to get those parts. But somehow it took Dad two or three hours to make that short trip. I suppose that might have had something to do with men and machines. And a natural desire to talk about them. Just maybe the fact that Leo was also building a race car caused a little more conversation.

The biggest problem building that race car was the fact that there wasn't a track within fifty miles to run that car. And fifty miles in 1930 was a long way away. So Leo, with a very practical mind, just up and decided that the best thing to do was to build his own race track.

He got a hold of a piece of ground between the railroad track and old Route 66 just a mile or so north of New Bremen. They scraped off the top soil down to the clay. They graded, rolled and scraped some more. Hauled off the top soil and worked on keeping the track dry by improving drainage. By the time they were finished they had a track that was just a few feet short of a half mile, it was nearly flat except for just

enough banking to make any rain water run off. That track was built in a modified D shape. With very little back stretch away and a longer front straight away. That would give more room for a front stretch grand stand.

Nobody those days even thought about building a grandstand on a curve. Since there were no guardrails there was surely a car or two at every race that was going to fly off of the first turn, and nobody would even think of sitting where they might get a race car in their lap. They did build a farm fence between the grandstand and the track which didn't do much for keeping the race cars out of the grandstand, but it did keep some of the fellows that had one too many beers off of the track. Leo and his helpers built a wood grandstand along the front straight away and a flagman's stand and were ready for racing.



The boys over at Wehrman's machine shop figured that if Leo could build a race car, so could they. So they built two. One a full sized sprint car and another pint sized one for show. Except for the size, they were exactly alike. They let Johnny Wissman drive that little car on the track between races. All the fans enjoyed the show as Johnny raced by the grandstand at breakneck speed of three miles per hour. They let me sit in that little car once or twice, but never did let me drive it. Something I never forgave them for. After all, I was year older than Johnny.

After Sunday School on Sunday mornings, I would sit on the porch of our home at the corner of Main and Plum streets and watch the race cars being taken to the track. I waved at every driver and a few of them waved back. And for a five year old, that really made my day. A few of them even stopped at the Lone Pine service station across the street, and Dad would take me across the street for a real good look. All that did was to make me more impatient for the next race date to come.





Once in a while, Dad would take me to Wint's Bar and Grill after Sunday School, where I would sit on a bar stool with my Dad on one side and drivers like Mauri Rose on the other side of me. If that don't make a little boy a race fan for life, nothing in this world would.

I only remember Dad taking me to one race. When I came home all covered with dust and smelling like castor oil, Mom figured that was enough of that for her little boy. But I could still sit on the front porch, watching all those shiny race cars going out to the track, and some badly bent and dirty ones coming back. And when the wind was just right, I could hear all those powerful engines roaring at each other. I could hear each car qualifying or taking practice laps and that terrific, beautiful roar when the green flag dropped. When that roar was interrupted, you knew somebody was in trouble, and then a few minutes later that roar started again, so the race was back underway.

Quite a few of those drivers stopped at Wint's on the way out of town after the race, for a well-deserved break and to wash some of the dirt out of their throats. And I don't think they were drinking coffee.



Then came that terrible day when some of the drivers and the management got into a very heated argument. It seems that a driver or two had sent in his entry forms and the advertisements said that those drivers would be racing, refused to race and still demanded that they be paid for just showing up. A request that Leo refused. In the meantime, while that argument was going on, the fans thought they were being cheated because those drivers would not run, got a little out of control. That ended up in a full blown riot and some idiot set the grandstand on fire. That was probably sparked when some of the drivers loaded up their cars and left. Undoubtedly, the fans were right, they were getting cheated, but that didn't excuse the riot and burning of the grandstand.

That ended that era of racing at the New Bremen Speedway. I don't know if Leo didn't rebuild because he

couldn't afford it, or if he didn't want something like that to happen again. When my dad came home that evening, he smelled like smoke and looked like he had been drug through the ashes. All the hard work he and the others had put in for years had gone up in smoke. And I'm sure that Leo and all those other volunteers that built that track felt the same way.

The track just laid there for years growing nothing but weeds, until after World War II, the Topp family bought it. They dug a big pond in the infield. Using the dirt to bank the track and to build a solid base for the grandstand, nobody was ever going to burn his grandstand down. Those hard working folks built fences, ticket booths, concession stands and rest rooms. And a brand new starters stand.



But despite all their hard work and dedication, there was no way that they could pay for all the improvements and modernization that they did to that place. They just up and done it too good for the income they could expect. They ran sprint cars, modified stock cars, and even go carts. They held wrestling matches and dog trials. But all that just couldn't pay for all the improvements they had made to make New Bremen a first class racing facility.

While the Topp's owned the track, Bill Kleir, John Tomhafe, and I decided that we could build a stock car. So we all kicked in a whole hundred dollars each and went at it. We found a 1935 Ford Coupe in an Eaton junkyard. Cost us a whopping thirty five dollars. It wasn't safe to walk on the sidewalk behind Bill's house with all the so called left over parts flying out of the garage. The fenders, windows, starter, generator and anything that would come loose went out the door. Shorty Ahlers, the Village trash man, said that for weeks we were his best customer.



Carl Wuebbenhorst on right

We got Old 93 all stripped down, and painted up with a checkerboard black and yellow roof. We painted red and

yellow flames on the hood. Thanks to a donation by G and W Machine Shop, we put their logo on the doors. They were our first sponsors and we bought two brand new Suburbanite tires with the money. For some unknown reason, all that work did not make that car run any faster.



Frank Niemeyer on left

During our first racing season, big Frank Niemeyer did the driving. We set all kinds of track records. We set a record for the slowest qualifying time and another for the fewest laps run before something fell off of the car. We even had the petcock fell out of the radiator and ran out of gas when somebody forgot to fill the gas tank. If mistakes make you smarter, we should have been Rhodes scholars. Frank set ten, twenty and thirty lap records by being lapped the most times.



Carl Wuebbenhorst on right, 1953

The next year we bought a flat head Mercury engine from Harry Dahlinghouse. That really helped.



Bill Klier

I don't ever remember winning a race at New Bremen, even though we nearly made expenses. But we did win a feature race at Troy with Bill Eaton driving and got paid a whole seven dollars and fifty cents. But finally, with the lack of real success, and rising costs for engines and parts, along with some guy named Audie something or other winning nearly all the races, brought about first retirement of Old 93.



Carl Wuebbenhorst, Jr, Herb Richey, Frank Richey, Unknown

Finally, after all the Topp family's hard work, they had no alternative but to sell out. The speedway was sold to Frank Dicke and Reinhard Weigers. Frank was inclined to take a risk or two and good old Reinhard was just a bit conservative, which made a pretty good combination. I thought that those two gentlemen were reasonable intelligent until they came to me and asked my advice on running a race track. It didn't take very long for me to tell them what I knew about running a track. But I did accompany them to Fort Wayne to look at other tracks. We discussed racing and most of the rest of the world's problems during the trip. Those two fine fellows bought me a hamburger and a cup of coffee for my troubles. That compensation equaled the value of my advice. And I realized that my future was not in the consulting field.

Frank and Reinhard continued to make improvement to the facilities. Such as guard rails all around the track. Those two fine fellows ran sprint and modified stock car races almost every Sunday during the summer and did a good job. But, it wasn't too long until Rienhard realized that two folks were not going to make bundles of money, so he sold out to Frank.



That's about the same time that Jim Wiseman, Bob Byers and I dug Old 93 out of the weeds. We cut off another several hundred pounds of iron, changed the color and the number and switched the fuel from gas to alcohol. That made quite an improvement in the speed, but unfortunately, most everybody else had done the same thing.

That's when that Audie fellow showed up again. That Audie fellow was a nice enough guy in the pits. But nobody

knew anything about him on the track. Probably because nobody saw anything of him but his back bumper. He and that car were the perfect combination. Not a single other car owner or driver really liked him. That was because everybody was jealous. But we did have to respect his abilities. Back to the weed patch for Old 93 turned 80.



Bill Eaton

Our driver, Bill Eaton, retired about the same time, permanently. He was the most dedicated man I ever saw when it came to keeping his word. He told me one time that if his wife ever cheated on him, he would shoot both her and her lover. He did exactly that, then shot himself cause he knew he would get the electric chair anyhow. But the ironic part is that he was the only one that died.

One of the best remembered years of modified racing at New Bremen, was when the Hewitt clan was racing. There was Dad and six of his boys all running at the same time. His daughter was driving in the powder puff races. They didn't play favorites. Any one of them would just as soon run the other off of the track as they would do to anybody else. One of them got mad at one of the judges one day and took his car and knocked down the ladder to the judge's stand. Another had his car catch fire; he just drove it into the infield pond.



Carl Wuebbenhorst (with hat)

In another incident, a young man from Sidney, driving a huge old Buick, never could get that thing to run right. That big engine was always starved for fuel. One day that fellow forgot to put the gas cap on and that engine, no longer restricted for fuel, got up and went so hard that when the green flag dropped, that car shot right straight off of the first turn before the driver had a chance to turn it.

Frank did an excellent job of running the track. But it wasn't long till old man inflation stuck his nose into Frank's

business. The drivers were demanding bigger purses to cover their rising costs and they may have been a bit greedy, too. The rising costs of operating, along with dwindling crowds because of the ticket price increases, and the limited space available, just cut into the profits. All the hard work was surpassed by the lower income. It was no longer profitable to stay in business. That whole business caused Frank to sell out to Earl Baltes from the Eldora Speedway. A good move for Frank.

Now old Earl was a first class business man and promoter. And he had personality all his own. But I really believe that the folks that didn't like him really were jealous of his success. Earl ran sprints on the dirt track for several years. Then he spent a bundle of money to asphalt the track. Spending that much money was a little out of character for Earl, but he done it. Then for some reason, he tore out all of the asphalt and returned the track to dirt. After a few more years, he transferred all of his sprint dates to Eldora, and that was the end of the New Bremen Speedway.

Earl then sold the track to Crown Equipment with the understanding that it could never be used for racing again. I have no idea what Crown intends to do with that land, but I give them credit for not turning it into a soy bean field. Hopefully Crown will find something to do with it that will restore the track's former dignity.



So, for now, when you climb the steps to the top of the grandstand seats, you can hear the wind blowing through the loose metal sheets of the roof. If you listen real hard, you can still hear the roar of the old Ford engines and the high pitch whine of the Offenhouers along with the weird sound of that old Merkler Hisso. But it's really hard for me to see Old 93 staggering around the track or a dozen shiny sprint cars all lined up in front of the grandstand waiting to start the feature race. For now my eyes are all blurred by the tears that are watering the weeds that are now growing between the grandstand seats.

The New Bremen Speedway was the Topic for the 1979 Annual Meeting of the NBHA

Speaker for the April meeting of the NBHA was former New Bremenite, **Robert Heinfeld** of Ada. Heinfeld talked on the New Bremen Speedway especially the time from **1926 until 1931**. His grandfather's farm was directly east of the speedway, so he had first-hand experience and recollections. He also has gathered in the memories of many including original stockholders.

Heinfeld said, "The idea for the speedway was an outcropping of the Farmers Picnic which was a yearly event of August 15th with balloon ascensions from Kuenning's woods." Also a group of men had seen some races in Indianapolis. The original track was flat and laid out around a corn field, later it was ramped to a slight slope of 18 to 20 degrees. The drivers usually wore white and raced modified Model T's with wooden spoke wheels, getting speeds of 75 to 80 miles per hour. The Hotel Hollingsworth eventually refused lodging to most of the drivers due to their uncouth ways. The crowds for the five to six races per year were anywhere from 10,000 to 15,000 and the road north from town would have four lanes of traffic (two in the ditches), and reversed after the race."

Heinfeld reminded the audience (some of them who could recall) that since castor oil was used on the Model T's the odor was quite smelly and the dust and dirt from the track caused most spectators to become grimy by day's end. Pictures accompanying the lecture showed the catwalk over the track with officials perched precariously over the cars. Some also showed spectators enjoying themselves out on the track not considering the dangers.

"In September of 1931, due to poorer crowds and bad times the purse for the day was reduced from \$1500 to \$1300. Before the last race someone evidently mentioned to the drivers that the gate had been good and they shouldn't drive till the purse was raised. The crowd became angry with the inactivity and started throwing bottles and pillows onto the track. Eventually the catwalk and judges stand were overthrown then later fires and rioting destroyed the main section of the grandstand. Due to a riot clause in their insurance, the stockholders were not able to collect on the damages and the "hay day" of the Speedway was over," informed Heinfeld.

Labeled as "Ohio's fastest one-half mile dirt track," the speedway brought much recognition to the New Bremen community during those early depression years. According to Heinfeld, in 1932 a stock car race and in 1939 a junk car derby were the only races held until after the war. Some of the personal memories of the audience, including the fact that there was an earth tremor in New Bremen the day of the riot brought to life this long ago aspect of New Bremen life.

...Published in the June/July, 1979 newsletter of the NBHA

(For a comprehensive history of the New Bremen Speedway, see the January, 2005 issue of *The Towpath*.)

Heritage Recipes

We received another interesting article from Kathi Wuebbenhorst Overly about Recipes from Days Gone By. She has a book that belonged to her Great-Great Grandmother. The book is titled "*Compendium of Cookery and Reliable Recipes: Glad Tidings for Every Housewife*" by Mrs. E.C. Blakeslee. It was published in 1890. As Kathi says, "Not only does this book contain hundreds of common recipes, but also hints for the housewife on how to prepare her home. It includes helpful hints on dressmaking and how to make themselves beautiful. There are also remedies for about any ailment that would afflict a person."

Among the examples of recipes she noted is one for roasting a pig on a spit over a bright, clear fire. The pig should be done after roasting for 15 minutes per pound of meat - if the fire is right. Another recipe tells how to make mock-turtle soup from a calf's head. There are hints for repairing cracks in a wood stove with a paste made of equal parts of wood ashes and salt and also how to tan raw hide with a mixture of salt, alum and saltpeter. Icy windows may be kept free from ice by polishing the glass with a sponge dipped in alcohol. Remedies are given to cure the sting of a bee or wasp with mud and to keep mosquitoes off by rubbing exposed parts with kerosene.

These examples show this book is indeed a compendium that covers all the many areas for which the 1800's housewife was responsible. It is very special to have access to historical books to give us a look into the past. We thank Kathi for sharing this article.

ES SCHMECKT SEHR GUT! (It Tastes So Good!)

What treasures we have if we own bits of history. That's what vintage cookbooks represent to their collectors. These books give us a glimpse into the past by showing the way of life at their time of publication. The earliest cookbooks such as the one owned by Kathi Overly were usually divided into 3 sections cooking, medicine and household hints. In the cooking section all foods were either fresh or dried and the cooking directions said simply "cook until done."

In later years popular cook books contained recipes from many local cooks and were often sold as fund raisers for their group. Again the content shows what was available to the cooks at that time. The directions give precise cooking time and temperature. The ingredients may include frozen or packaged foods.

As interesting as these vintage books are the recipes that mean the most to us are ones used by our family and friends. In this area where our German roots are deep and the school cafeteria even served sauerkraut we tend to like German food. But there is no one way to prepare German food. Some foods such as sauerkraut and potatoes are found all over Germany but each area of the country has its favorite way to prepare the food. So the way you like your sauerkraut may reflect the area in which your ancestors lived. According to a German food site you may find sauerkraut flavored with pork, onions, apples, kimmel (caraway), juniper berries or cream. Potatoes in the different regions of Germany may be made into soup, salad, pancakes or fried with onions in butter.

Cookbooks that contain New Bremen family recipes have been published as fundraisers over the years. The books have also been written to preserve the recipes so that future generations may enjoy the food that their ancestors enjoyed.

In 1983, the 20th Century Mothers' Club published a German Cookbook entitled *Es Schmeckt Sehr Gut* in honor of the New Bremen's Sesquicentennial. They gathered favorite recipes from their members and also from a 1968 publication called the *New Bremen PTA German Cookbook*. In 1998 John T. Dickman wrote *A Taste of Tradition – New Bremen Memories from the Kitchen*. His next book *Recipes and Reminiscence – Culinary Memories of a German Heritage* was published in 2001. In 2007, the New Bremen Historic Association published a booklet entitled *Preserving the Abundance – New Bremen's Food Legacy*. The last 3 books are available on the www.newbremenhistory.org website with all proceeds going to the Historic Association.

Here is a sampling of some favorite potato recipes:

Kartoffelsuppe (Potato Soup)

Thinly slice enough potatoes to make one pint. Add 1 to 4 onions for as much flavor as you prefer. Boil together in 1 quart of water until tender. Add 1 pint of rich milk and salt and pepper to taste. Potatoes and onions may be skinned or rubbed smooth, then put through a colander if you like. Submitted by **Mrs. Merlin Ahlers** (*New Bremen PTA German Cookbook, 1968*)

German Dinners

Simmer a boney piece of meat, preferably pork, in 2 or 3 quarts of water until meat is tender, about 2 or 3 hours. Add 1 teaspoon of salt. Remove the bone and cut the meat to serve with the dinner, or if preferred, leave all together. Then add the following vegetables, singly or in combinations, according to taste. The potato is a favorite vegetable with the Germans.

- Equal parts of sauerkraut and potato
- Equal parts of turnip, potato, fresh or canned peas
- Equal parts of wild sour dock, lambs quarters, dandelion, each with or without lettuce and potato. The first three are called greens and usually grow in the garden as weeds.

Cook for 1 hour, season to taste and cook down to the consistency of chowder. These dinners contain all the necessary vitamins, minerals, carbohydrates, fats needed for man. Submitted by **Anna Schroer** (*New Bremen PTA German Cookbook, 1968*)

Receipt for Potato Pancakes

(Just the way my mother made them! This recipe has been in our family now for five generations that we know of.)

10 medium potatoes, peeled and grated

Add 1½ Tablespoons flour, 2 eggs, ½ Tablespoon baking powder, Salt ¼ cup sugar, ¼ cup milk

Stir all together and fry. Submitted by **Beverly Tangeman Applegate** (*Es Schmeckt Sehr Gut, 1983*)

Kartoffel Klose - [Potato Dumplings]

2 cups hot mashed potatoes, 1 Tbsp. butter, 1 Tbsp. onion finely chopped, 1egg, ¾ cup flour, 1& 1/2 tsp. salt, 1/8 tsp. pepper, bread cubes

Add butter to mashed potatoes and allow to cool. Add onion and egg and mix thoroughly. Sift in flour, salt and pepper.

Make into 12 balls about the size of an egg, forming each around 4 or 5 bread cubes that have been sautéed in butter.. Cook in gently boiling water 7-10 min. Lift the dumplings from the water and place around sauerbraten on a large platter. Submitted by **John Dickman** (*A Taste of Tradition - New Bremen Memories from the Kitchen, 1998*)

History Mystery Page

Thank you, everyone, for your phone calls, e-mails and letters! Are you ready for the new challenge? Remember to write, call or e-mail your answers...



This picture was submitted by Vic Maurer. It was taken about 1925 and shows students in the **Kettlersville School**. Do you recognize anyone in the picture?

Bev Widau Fledderjohann shared these photos:



Can you identify the young ladies from the NBHS Class of 1965?



Who played for the Roode Sisters dancers in 1958?



Who are they and what are they doing?



What is this item displayed in the NBHA Museum?

Please drop a line to us at *The Towpath*-NBHA, P.O.Box 73, New Bremen, Ohio 45869 or call or e-mail your answer to Gen at gen@nktelco.net or Joyce at jdr@nktelco.net.

History Mystery Page



Seated: Earl Kuenning, Lloyd Laut, Ken Chapman

Standing: Lee Harmony, Unknown, Dave Schwieterman, Jim Moeller



STAMCO GIRLS 1945 or 1946

(Photo taken in Fort Wayne)

From Left: Lillian Schowe, Enola Hirschfeld, Betty Weinberg, Unknown, Verneda Moeller



John Knost in the 1960s



Klanke Dry Sink in Museum

January 1, 2012... I think the "Mighty Warrior" photo ...is John Knost...**Jim Hay**

January 3, 2012...**John Hoffman** called and provided information about the Museum's dry sink. He told us how he found the dry sink in pieces on a brush pile in a farm field along Route 29. It had been found when cleaning out the barn and was going to be burned with the brush. John rescued it and refurbished the piece. He donated it to the museum during the time Janet Fledderjohn was the curator. Reuben Thiesing told him it was made of red elm. **Thanks for the information, John!**

January 4, 2012...**Jim Rempe**, Life Member, called today and identified the dry sink and Lloyd Laut. **Thanks, Jim!**

January 4, 2012...I recognized only three of the men in the card club: my dad, Earl Kuenning (seated left), Lloyd Laut in the middle and of course Dave Schwieterman who graduated with me from NBHS in 1947. My husband, Bob, and I really enjoy the Towpath and appreciate all of you who work to get it out to us displaced New Bremenites. Keep up the good work! Thank you. **Erlin Kuenning Campbell**

January 10, 2012...I recently received the January Issue of the Towpath. I turned to the History Mystery page and immediately recognized the picture of "John Knost." We were both in the class of 1965. I moved away from New Bremen in 1964 and didn't get to graduate with the class I had been with since kindergarten. John looks just like he did the day I moved! I guess that's because I haven't seen him since 1964. I look forward to the Towpath just to see if I recognize any of the people in the issue. You need more people from the class of 1965 in your issues! **Gail Maich Helzer.**

More Information about the 1908 Letters to Santa in the last issue of *The Towpath*

We printed three letters to Santa published in the December, 1908 *New Bremen Sun* newspaper. This article tells more about the lives of those young writers who at that time were 6 or 7 years old.

The first letter was written by **Dorothy Kunning**. Born January 1901, she was the only child of Lafe and Ida (Rabe) Kunning. She graduated from NBHS with the class of 1919 and went on to graduate from the Ohio State University. In December 1929 she married Harry M. Reynolds. Mr. and Mrs. Reynolds had a daughter Betty. Dorothy Kunning Reynolds lived in the Columbus suburb of Bexley until her death in July 1995.

Eleanor Purpus wrote the second letter. She was born January 20, 1902 to Fridolin and Alma (Boesel) Purpus. Eleanor was a 1920 graduate of NBHS. She married Reuben H. Dickman and they became the parents of two sons, John and Charles. The family was long time members of the New Bremen community where Mr. Dickman served five terms as mayor of the village. Eleanor Purpus Dickman died November 26, 1976.

The third letter writer was **Emmett Boesel**. He was born February 18, 1901 the youngest of the eight children of Gustave and Elizabeth (Hay) Boesel. Emmett attended New Bremen School until the family moved to Springfield Ohio in 1914. Emmett married Diana Hirsch and had a daughter Delphine Boesel. He worked in the electrical department of Chrysler Motors Corporation in Detroit. Mr. Boesel died May 8, 1960.

From the Mailbox



Dear Readers: It is good to know that our articles remind people of their stories. Here are some that were inspired by the January issue of The Towpath. We are happy to print these memories. Please contact us if you have stories to share. Gen & Joyce, Editors.

Stan and Dona Mae Kuenning have a tale to add to the Great Snowstorm of 1950 which was mentioned in the January issue. Stan helped his father-in-law Harold (Specky) Speckman deliver milk each morning. The snow that began falling on Thanksgiving Day that year created quite a dilemma for milk delivery the next morning. Specky's milk truck could not get through the heavy snow. Stan offered the use of his 1950 Chevrolet convertible because it sat higher off the ground and could get through the snow. The Chevrolet also had a powerglide transmission which proved to have just the right torque to maneuver in the snow. Thus they put the top down on the convertible and loaded it up with milk for delivery. The first problem encountered was the demand by customers for extra items so they soon ran out of milk. Being resourceful and wanting to serve their customers, they contacted Meyer's Dairy in Minster for extra milk. Meyer's agreed to supply their needs but this is where they encountered the second problem. A huge drift of 13 to 14 feet blocked the road to the dairy. They solved this problem by transferring the items over the drift by hand and loading the convertible to complete the deliveries. What great service by two resourceful and determined men! **We thank Stan and Donna Mae for sharing this memory.** (January, 2012)

I remembered this little tale from a long time ago...reading this past Towpath about the Fairground Farm. I was reminded of the time my father, Elmer Fischbach, and I went to New Bremen with two horses and a wagon in 1941 or 1942 to get a load of cinders from the White Mountain Creamery. I was driving the team and clipping a long at a slow trot past the Fairground Farm when Elmer said, "I think I'd like to drive for a little while." He took the lines and swung his

arms wide, slapped the horses on their rumps and yelled "Giddap." The surprised horses went into a slow gallop. Then he yelled and slapped again, saying, "I said Giddap."

Here we are going down an asphalt road (route 274) with almost two tons of barefooted horses, flat-out, with Elmer grinning from ear to ear. I was on the edge of petrified, thinking what it would be like of one if the horses slipped and went down.

When we got to within a block of Schwieterman's Drug Store and Route 66, I said, "There's a stop sign up here!" He said, "There is?" He leaned back on the lines and said, "Whoa, girls, whoa." The big animals slid to a stop, shaking their bridles and probably said to each other, "What do you suppose got into Elmer today?" (We never ever drove that way.)

Elmer handed the lines back to me and said, "Let's trot on over to the Creamery and see if we can find the cinders." When we were loaded, we went home normally, walk a little, trot a little. Later that day I told Mom what had happened. She said, "You never know about Elmer or what he's gonna do." Elmer never mentioned it, that I know of. **Carrol Fischbach** (January, 2012)

Just wanted to tell you how much Keith and I have enjoyed *The Towpath*! We always read it from cover to cover. I found the article on Reuben Thiesing very interesting. I can remember his shop was across the street from Aunt Maud & Aunt Irene's house. We always went over there when we visited. I have a child's china cabinet that Reuben made out of orange crates that I have had since I was a small child. Also have a what-not -stand that he made for mother and I now know what to do with them. Every time we read *The Towpath*, Keith and I talk about a trip to New Bremen. We are down to one dog now so it will be easier to plan a trip. I would still like to come one May to see the peonies bloom one more time....

Martha Ekermeier Drake (1/10/12)

Enjoy your Towpath very much! ...**Virginia Hoffman Shaw** (February 2012)

Fish Fry, at the Bridge Saloon to-morrow night. G.A.Gilberg, Proprietor -*The New Bremen Sun* 5/22/1903

Donations Made By Life Members This Quarter

Bill & Juanita Bruns, Robert & Erline Campbell, Mike Gast, Dale & Suzanne Hirschfeld, Beverly Koenig, Dianne Komminsk, Karl & Ethel Mesloh, Jeanie Perl, Dr. Ronald Riebel, Tim & Elizabeth Ruese, Jason & Lori This, John & Carol Turner

Donations Made By Annual Members This Quarter

Dennis & Jane Gruebmeier, Thomas & Florence Fricke, JoAnn & Fred Mackenbach, Eleanor & John Brucken

MEMBER DEATHS REPORTED THIS QUARTER

08/13/11	Ned England
10/15/11	F. G. Swartz
12/22/11	Dorothy (Buckloh) Sink
12/24/11	Verlin Hirschfeld (CM)
01/25/12	Wilbur Warner
2/08/12	Donald Belton
2/08/12	Carman Hirschfeld
02/13/12	Lucille (Dammeyer) Rumpff (LM)
02/17/12	Edward Roettger

MEMORIAL DONATIONS

Herb Topp by Ronald Baur, Barbara Fogel, Robert & Nikki Gilberg

Dr. Kenneth Ziegenbusch by Rob Ziegenbusch, Edward Rump, Stan & Dona Mae Kuenning, Barbara Ziegenbusch, Chris & Oneta Lyda, Bob & Julie Ziegenbusch, Anonymous

Althea Ruedebusch by Naomi Rison
Annabel Wagner by Louise Pullins

Items Recently Donated to the Museum

Photo of Dr. Fledderjohann. (**Donated by Tom Fledderjohann, January 28, 2012**)

A 1924 Egg Grading Scale. (**Donated by Doris Blanke, February 10, 2012**)

A Music Stand from the Walter Topp Band of the 1960s and a photo depicting the Band. (**Donated by Helen Topp, February 10, 2012**)

1933 NBHS Yearbook, Numerous Photos and Postcards depicting the Lanfersieck family, New Bremen businesses, Woodmen of the World & Oddfellows. Blueprint of Miami & Erie Canal, 1890 & 1930 Autographs, 1985 NBHS Alumni program, New Bremen Sesquicentennial Booklet. (**Donated by Marge Homan for Elodie Lanfersieck Sollman, February 10, 2012**)

White Mountain Creamery Booklet Reprint (**Donated by Stan Kuenning, March 15, 2012**)

Arcade Department Store Plate circa 1910 (**Donated by Angela Shields, Ft. Worth, TX, March 15, 2012**)

New Bremen Jaycees Scrapbooks 1965-2002 (**Donated by the New Bremen Jaycees, March 15, 2012**)

Lock Two Mills 3-sided ruler (**Donated by Diane Paul, March 15, 2012**)

News articles and photos of Boesel Opera House after the fire (**Donated by Rob Ziegenbusch, March 15, 2012**)

Membership Report

NEW MEMBERS THIS QUARTER

Allen Bushman

Robert & Debra Cook

Carrol Fischbach

Jack & Darlene Gilberg

Julitta Heinfeld

Donald & Janice Howell

Debbie & Jim Roepcke

ADDITION TO LIFE MEMBERSHIP ROSTER

Jerry & Sue Maxson

UPCOMING EVENTS

June...Summer Celebration at the Museum

June, July, August...Museum is open to the public each Sunday from 2-4 P.M.

September...Visit our booth at Pumpkinfest

December...Christmas Tree Festival &Open House at the Lockkeeper's House

VISIT YOUR MUSEUM SOON.

Membership Dues

\$25.00 per year (includes spouse/S.O.)

Payment is required by January of each year to assure uninterrupted delivery of The Towpath.

Lifetime Membership - \$250.00(includes spouse/S.O.)
Check the line above your name on your address label for your

Membership Status Code.

Examples:

*PD 12- means you are Paid through Dec. 2012

*LM P-11 – means you Paid for a Lifetime Membership in 2011

*LM D-11 – means you are a Lifetime Member and made a Donation in 2011

CM P-76 – means you are a Charter Member and Paid \$75 for such by July 4, 1976.

*CM D-11 – means you are a Charter Member and made a Donation in 2011.

New Bremen Historic Association

P.O. Box 73

New Bremen, Ohio 45869-0073

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