

THE TOWPATH

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THE NEW BREMEN HISTORIC ASSOCIATION
April 2019

NBHA ANNUAL DINNER MEETING



**Bernard Schroer (NBHS Class of '51) and
Robert Weinberg (NBHS Class of '68)**



On March 18th, at Holy Redeemer Fellowship Hall, a delicious meal catered by Speedway Lanes was enjoyed by 90 members and friends of the NBHA. A short business meeting was held to elect trustees for another term.

Bernard Schroer and Robert Weinberg spoke about their military experiences. Bernard described his role in supply during the Korean Conflict. Robert focused on his current role in the Veterans Honor Flight Program and the need for this program.

The evening ended with the first raffle drawing for 2019 and door prizes were awarded. It was an informative and pleasant evening, enjoyed by all who attended.

Thanks to Brad & Lisa Feltz and youth of Holy Redeemer for their help and hospitality.

"THE TOWPATH" is a historical reflection of New Bremen and the surrounding area published quarterly by the New Bremen Historic Association and mailed to all members. We welcome stories, pictures and suggestions of topics from our readers.

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Board meetings are held the first Tuesday of each month.

Membership Dues

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

Lifetime membership - \$250.00 (includes spouse/S.O. at same address)

NEW MEMBERS

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MEMBER DEATHS

9/14/2018 **Sherry Lutterbeck**

12/13/2018 **James Rempe (LM)**

12/24/2018 **Jill (Coble) May (CM)**

1/19/2019 **Dr. Don Schwieterman (LM)**

2/13/2019 **John Poppe (CM)**

2/17/2019 **Bill Elsass (LM)**

(CM=Charter Member LM=Life Member)

DONATIONS

Barbara Ziegenbusch, Lee & Rita Wissman, Stanley & Jane Scheer, Emily & Howard Reisner, Sterling & Lynn Skinner, Tom & Joyce Holdren, William & Cindy Young, Jason & Lori This, Gary & Kathy Hirschfeld, Tom & Ginny Braun, Larry & Dianne Dicke, Jerry & Sue Maxson.

MEMORIAL DONATIONS

In Memory of Jill May by Bob & Nancy Price, Genevieve Conradi & Dennis Dicke. **In Memory of John Poppe** by Jerry & Sue Maxson. **In Memory of James Rempe** by Mary Ann Rempe & Family.

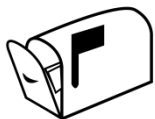
Monthly Raffle Winners

January- \$100-Fred Pape (NB), \$75-Kenneth Dicke (NB), \$50-Lloyd Schroer (NB).

February - \$100-Wayne Lybarger (NB), \$75-David Walters (NC), \$50-John Bornhorst (NB).

March - \$100-Harold Stammen (NB), \$75-Dave Champagne (NB), \$50-Paul Dwenger (NB).

NBHA Board Members especially thank those winners who have chosen to increase the profits by returning their winnings.



LETTERS

When I was reading through the recent Towpath and came to the part on 1930 in New Bremen, I saw the name R.S. Miller as Crimson and Gold advisor. My father (William Kuck) was a freshman at that time in high school.

Many years later, that same R.S. Miller was the college counselor for my high school class in Findlay, Ohio. I graduated in 1962. What a coincidence that a father-daughter should have the same faculty member in two different high schools in Ohio 32 years apart!

I loved reading the names of his classmates and recalling things that Dad had talked about throughout his life. I corresponded with Bob Papsdorf for several years after my father's death in 2010 but have since lost track of him.

Congratulations on all your work. Each issue continues to have articles of great interest. -**Sherry Kuck Biederman** (Florida)

I particularly enjoyed your articles in the Towpath this year about New Bremen and World War I-I had never seen the letters written by my dad and Uncle Bill when they were just in their twenties. -**Julia Grothaus Zerbe** (Colorado)

Thank you for using the type designed by my uncle H. G. (Bud) Kettler in your thank you note in the last issue - **Jim Kettler** (Michigan)

Ed. Note: New Bremen's H. G. (Bud) Kettler developed the Courier font for the typewriter in 1955. This response is written in the Courier font. For more information about Bud Kettler, see *The Towpath* April, 2017.

Items Recently Donated to NBHA

USAF uniforms and equipment from deployment in Iraq & Afghanistan, photo, material swatch and chandelier piece from Saddam Hussein Palace **by Russ Bertke.**

Framed photo of WOW Queens 25th Anniversary, set of shorthand books **by Max & Bev Fledderjohann.**

Roll Book of Ober Bremen Fire Co. (1872) **by Amy Scheer.**

Items from early NB businesses, WWII ration book, autograph book (1882), St. Paul books and programs, news clippings, assorted photos and family documents **by Scott Kuenning.**

Visitors to the Museum



10/9/2018- Bill Rogers, Dr. Stanley Hand, Joanne Hand, Kathleen Albert, Carolyn Rogers. Joanne, Kathleen & Carolyn are the granddaughters of Rev. & Mrs. H. A. Dickman and daughters of Edwin & Alberta (Dickman) Irely. Growing up, they often spent summer vacations in New Bremen.



10/9/2018- Daryl and his cousins also enjoyed visiting the Lockkeepers House and Anna Rammel.

From left: Bill & Kathleen Albert, Carolyn & Bill Rogers, Anna Rammel, Daryl Koenig, Joanne and Dr. Stanley Hand.

Visit the NBHA Pape House

Museum Store

Books, Mugs, Prints

During the Community Garage Sale Event

April 11 & 12, 2019

9 AM to 5 PM

One-of-a-kind gifts for those who are interested in New Bremen History!



Ferdy (1938-2018)

By Robert Gilbert,
November 25, 2018

This is not an obituary or eulogy for my friend, Ferdy. It is about memories: memories of good times with a very good guy.

He was my mother's co-worker and friend who she

loved like a kind, thoughtful, and considerate nephew, ready to offer help on her bad days as the mother of a family of three sons and a husband with too many health problems.

Ferdy was a good athlete and a favorite son-of-the-town who would always be forgiven, no matter what rare mischief he might have been into. He was one of us—a Road Rebel, New Bremen's only car club. A Road Rebel with a fast '57 Chevy Bel Air convertible with a high horsepower motor: dual quads, special camshaft, dual exhausts, and manual shift. Striking, in its Sierra Gold paint, white top and white sidewalls, and that famous, aluminized rear quarter side trim, the car was known all around the area. While we Road Rebels called ourselves a safety club—it was even embroidered on our club shirts—there was an occasional, late-night drag race out on highway 274, west of town. It was Fords versus Chevys in those days, and we all took one side or the other. But the '57 Fords were no match for any '57 Chevy with those dual quad carburetors. The only problem—for Ferdy—was that the engine delivered so much torque when the gas pedal was on the floor that the engine would lean over to one side against the motor mounts far enough to break the distributor by crushing it against the firewall. End of drag race—and the Ford would win (#@**#!&). A meek, humble Ferdy would appear at Advance Auto the next day, claiming, to no avail, there just had to be something wrong with Chevrolet's design. He was probably right, and they finally fixed the problem—after two more such events—by chaining the engine to limit the amount it could lean over and not break the distributor. He drove the car home the final time with an admonishment to drive more carefully—meaning no drag racing—and a warning that they'd covered the repairs for the last time.

Ferdy, after meeting the girl of his dreams about then, decided to listen to their advice—before it got expensive—and probably after receiving strong direction from his new love, Carol.

#

Four of us had a bowling team in a county league in 1957/1958: Bill Ritter, Ferdy, Jack Dicke, and me. We were all poor bowlers, but pretty good beer drinkers. Pre-game beers and a sandwich before the match wherever we were bowling were the usual things, along with plenty of beers during the match after the customary "beer frame" (every 4th frame) and beer rounds purchased by anyone missing a spare or throwing a gutter ball. Our bowling scores would get worse with every game, but we all got happier with every frame. Except for Ferdy who had broken off with Carol and was inconsolable. The more beer he drank, the more he'd lament his lost love. At the end of one bowling evening, driving home from Wapakoneta where we'd spent the evening losing badly, Ferdy was nearly in tears as he bemoaned his misery. A huge AM radio hit in that time was a Jimmy Dorsey big band tune named, "So Rare." It was a song in tribute to a beautiful woman who was—in the song—"an angel...heaven on earth...ours is a love so rare, etc." During his time of separation from Carol, that tune would always bring big, burly Ferdy to tears. With all four of us crammed into one car, the whole scene: Ferdy crying and moaning, that sorrowful song playing on the AM radio, too much to drink and poor bowling, nearly brought the rest of us to tears, too. It was amazing, seeing Ferdy who'd played center on the high school basketball team and was the biggest kid in school, break into tears and blubber incoherently over his lost love. *Hey, weren't we supposed to be manly Road Rebels—or something?*

Happily, Ferdy and Carol made up and married not too long after and raised a lot of kids together. I drifted away from town to go to college around then but hearing that song in later years and knowing Ferdy and Carol had patched it up always made me happy that the right thing happened for them. But I still remember, sixty years later, Ferdy's forlorn nights—and our equally forlorn bowling team.

#

A secret Ferdy and I never shared with anyone from those days, because it was so embarrassing, was our adventure building and trying to sail a sailboat. Embarrassing—but hilarious—and now time for the (mis)adventure to be known.

Sailboats were not common around our part of Ohio in those days. In fact, I don't remember seeing any on either of our two nearby lakes. It just wasn't "the thing" in those days, I guess. It was a power boat world, but sailboats looked very cool to me. And Ferdy, too.

Before the '57 Chevy, Carol, and our bowling team days, Ferdy's dad had an old, wooden plank rowboat. It sat, ignored and unused, for probably 360 of 365 days of the year, chained to a tree on the banks of the Miami-Erie Canal near the egg hatchery. It was used a couple of

evenings a year for frog gigging, but the rest of the time it floated there collecting rainwater, half submerged— forlornly waiting for someone to take it for an adventure. We—actually Ferdy had a plan for that adventure. He'd found a plan for converting rowboats into sailboats in that monthly, kid's anti-boredom magic carpet, *Popular Mechanics*. It involved electrical conduit, clothesline wire, a little plywood, surplus Air Force parachutes—and an available rowboat. All that was needed was a sewing machine, a good seamstress, and a little mechanical ability. And the rowboat.

I was working at my part-time job at STAMCO where Ferdy worked full-time as a draftsman. He stopped by my drafting table where I helped by detailing drawings for minor parts needed in the huge metal working machines made by STAMCO. Ferdy told me about his plan for converting the old rowboat into a sailboat using those plans he'd found in the magazine and asked if I wanted to help. He'd already found the surplus parachute. *In a New York minute!*

We found ourselves the next Saturday morning in his parent's home's driveway, crawling around the forgotten old rowboat, cutting and assembling electrical conduit for the main mast and boom, using clothesline wire for the shrouds and stays that fixed the mast, and fitting the nylon sails his mother had cut and sewn from the surplus parachute to the mast and boom. A crude sideboard made from plywood, assumed to be badly needed for keeping the boat from slipping sideways in Lake St. Marys "hopefully" strong breezes, was hung over the gunwale at the boat's beam and secured by wood clamps. Steering would be accomplished by one of the rowboat's paddles, worked from the stern between two dowel pins, just like a flatboat or barge's oar-sweep.

We towed the rig to Lake St Marys on a boat trailer used normally for the family's much larger power boat and launched it at Barren's Creek on the south shore of the lake. It took hours to get the contraption, which had been mostly disassembled for transport, back together and into seaworthy readiness. Bravely we rowed the USS New Bremen out of the channel and into the winds of the lake. Once well clear of the shore and other dangerous snags and stumps common in the shallower waters, I raised the mainsail. We held our breath, waiting for the old, clumsy rowboat to transform itself into a sleek, goddess of the winds and seas, gliding us across the lake to everyone's amazement. The mainsail filled, the boat heeled to leeward, Ferdy sat in the stern at the steering position ready to take on the winds and the currents, and I stood ready to man anything that needed manning and raise the jib when we were making enough way with the mainsail. We wanted all the speed we could get . . . a '57 Chevy of the lakes, so to speak.

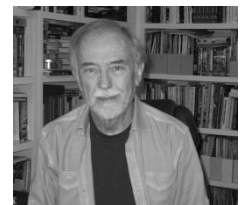
The soft, electrical conduit mast bent in the weak lake breeze and the mainsail collapsed. The jib I'd been trying to raise washed under the boat and fouled with the sideboard. Then the mast collapsed into the cockpit onto our heads and the boat spun sideways against the winds. We began drifting in the breeze toward the rocky shore with Ferdy and me madly trying to clear the cockpit of the tangled mass of parachute, clothesline wires, and bent electrical conduit enough to allow us to find the oars and row to safety. But one of the oars had fallen overboard in the scramble and drifted away. It wasn't too far away for one of us to have gone over the side and swim to retrieve it, but in our amateur approach to things, we never considered the fact that one or both of us might need to get into the water. We hadn't worn swimming suits; we were in our jeans and street shoes—we didn't even have life preservers! *What, undress out on the lake and swim for a paddle in underwear—in front of other boaters? Not gonna happen!*

We—Ferdy—paddled back into the channel using the single oar, tracing a drunken, zig-zag path through the water that doubled the distance and quadrupled the time needed to reach safety.

Driving home in twilight with the miserable scow in tow on the huge trailer, we made a pact that this event was to be kept secret until one of us died and the other could then, and only then, tell it however he wanted. This is my version.

RIP Ferdy.

Author's note: Years later at my mother's Celebration of Life, Ferdy gave me his father's recipe for the fabulous roast pork sandwiches served on the bar side of Wint's Bar and Grille back in the day, but I had to promise to never tell it to anyone. I'm keeping that promise. Robert Gilberg



(For more information about growing up in New Bremen and the Road Rebels, read Robert's book *The Last Road Rebel and Other Lost Stories*.)

Ferdinand C. Wint died on November 22, 2018. He was the only child of LaVerne and Grace (Quellhorst) Wint. Ferd graduated from NBHS in 1956. He married Carol Huber in 1958 and she died in 1971. In 1973 he married Kaye (Schmiesing) Winglewich who survives in New Bremen.

EARLY PHOTOGRAPHY

Old Photographs are a Key Resource

Old photos have always fascinated me. In doing some research on the history of photography I found information that may help you view pictures of early family members in a new light.

In this article I would like to present a timeline of photography types and show you examples of the early photography that we have in our museum.

1839-1862 Daguerreotypes

1839 is the accepted date that an image could be obtained and considered permanent with a process known as a **Daguerreotype**. The technique captured the image on a silver coated copper plate and then sealed it in a special case to prevent exposure to air to preserve the image. In spite of the case, the image was fragile and also very expensive, costing as much as \$50.00 in today's money. Few people could afford this luxury.



Daguerreotype Example circa 1840-1850: This image is of Sarah Ziegler Hayes, mother of Caroline Hayes Taylor and mother-in-law of Ohio Waterman Taylor (1848-1926). Ohio Waterman and Caroline Taylor are the parents of James D. Taylor, a well-known New Bremen photographer. The image was prepared by Rev. A. R. Krebs of Lima, Ohio, an early pioneer in Ohio's photographic heritage.

1854-1863 Ambrotypes

The **Ambrotype** could be produced using a similar technique as the daguerreotype but placed the image on glass rather than the expensive silver-coated copper plate. But the image was fragile and had to be protected, like the daguerreotypes, in a sealed case to protect it from air and scratches. We have two examples of the ambrotype photograph. These examples have held up fairly well through the years. Both are dated circa 1850-1860.



The identity of this little girl is unknown. The scratches on the surface of the glass on this ambrotype show the fragility of this type of photographic process.



This diptych (two-sided) ambrotype photo was donated to the museum by Goldie Schmidt in 1975. We do not know the identity of the little girls but the images have survived the years well.

1856-1900 Tintypes

The tintype solved some of the problems associated with the earlier types of photographs. The tintype was easy to make, less expensive and much more durable. No one knows for certain why these early photos are called *tintypes* because there is no tin in them. The photo is actually an iron plate coated with a black lacquer to make a smooth surface for the image to appear. Two earlier names were ferrotype (meaning iron) and melainotype (meaning darkened or blackened) but the name of tintype has persisted over the years.

In 1856 the method to make the tintype was patented by Ohio chemistry professor Hamilton Smith. The method to make the tintype is very similar to the ambrotype but the image surface is iron not glass. The tintype became very popular during the Civil War because it was durable and did not require a special case. It could be carried in a pocket or sent in the mail to a loved one.

1856-1864 Cased Tintypes

Between 1856 and 1864 the tintype photo was placed in a case similar to the daguerreotypes and ambrotypes which make dating the tintype easy in those years. Here are some examples of cased tintypes:



Mary Meyerholz Burmeister (1860-1937), mother of Leona Burmeister Mesenbrink, was about three years old in this photo.



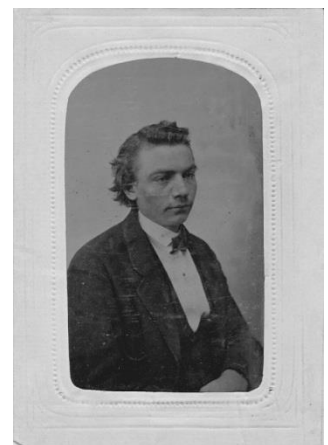
Caroline Hayes Taylor (1855-1911) is a teenager in this cased tintype photo.



The cased tintype of this young man was donated by Bill Kuck.

1864-1900 Loose Tintypes

By 1864 the use of cases ceased because the cases cost eight times more than the tintype photos and were not necessary to preserve the photo. The tintypes were then often placed in paper folders.



Here are two examples of 1875 tintypes in paper folders. On the left is Amanda Hutter Lanfersieck (1854-1882), first wife of John August Lanfersieck (1850-1919) on the right.

If you are trying to date the tintype, the style or color of paper folder may help. Unfortunately the paper folders holding the photos often tore or have been lost. The tintypes being much more durable have survived. Below are two tintypes that survived many years inside a wall.



These tintypes were found by Della Conradi inside a wall during the remodel of a house on N. Main Street. We do not know the identity of the people.

The Arrival of Cartes de Visite & Cabinet Cards

In 1860 something new happened. The photography process introduced a way to make a negative of the image on glass and then used that glass negative to print as many paper pictures as the customer wanted. The daguerreotype, ambrotype and tintype, not having this capability, made only one image and that one image was the final product.

The paper images could be made cheaper than tintypes and the image could be reproduced many times so the photos could be shared with friends and relatives.

The carte de visite (calling card) with one's picture became the new rage in France and quickly spread to the United States. The paper image was mounted on card stock, usually measuring about 2.5 by 4 inches and remained popular until about 1880.

Cartes de Visite 1860-1880



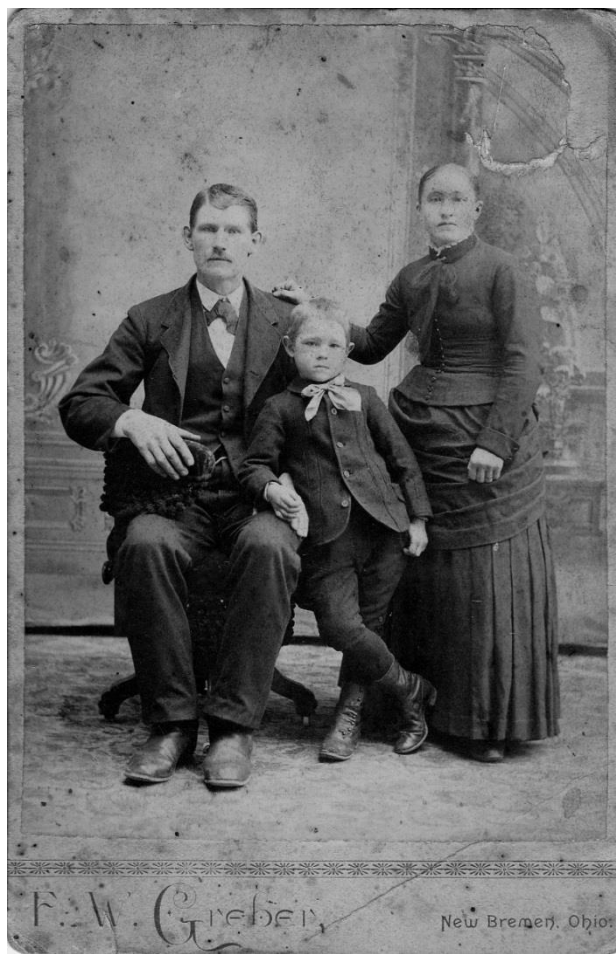
Examples of 1870 Calling Cards (cartes de visite).

Cabinet Cards 1880-1900

In 1880 a larger version of the carte de visite became the preferred choice. This version was called the cabinet card.

The cabinet card received its name because it was designed to be displayed in a cabinet with fine dishes or other treasured items to be viewed by others.

The cabinet card measured 4.25 by 6.5 inches and had many improvements. The photographic process used new improved cameras and paper that produced clearer photos that were placed on heavier card stock. The finished product was more durable and has lasted many years.



This cabinet card is from 1888 and shows John D. H. & Catherine (Poppe) Quellhorst with their son Henry. (Two more children, Amanda & Clarence, were born to this family after the photo was taken.)

Those old photos of your ancestors can be a great resource in preserving family history. It is wonderful to be able to trace your family- tree back 100 years or more. To have it enhanced by providing photos of those early ancestors makes it more special.

All photos are moments captured in time often highlighting important family events. They represent a tangible link to our family history that greatly adds to the name and date information contained in a family tree search. Can you trace your family tree through photos? If so, you have a key resource for future generations.

We would be happy to see any old photos you have.

-GEC

Who were New Bremen's Photographers?

Theodore Nieberg – C.W.Vet, specialized in tintypes, 1888.

Fred W. Greber - NB Studio 1889-1905.

Roy H. Hoverman – NB Studio 1905-1910.

James D. Taylor – From 1910 until his death in 1952.

John Slonkosky – Purchased the Taylor Studio in 1954.



A Wisconsin Boesel With a New Bremen Connection

An article in the *New Bremen Sun* in 1938 describes how Mrs. Charles M. Boesel published a book on how to teach children to sing.

Names like Beethoven, Mozart and Tchaikovsky may be too much for children to remember but the music of the great masters is something else again, according to Mrs. Charles M. Boesel, Milwaukee, Wisconsin, whose new book of tone drills is just off the press. The book believed the first of its kind ever published, is entitled "Sing and Sing Again." Its author, a former music teacher in the schools of Wisconsin, is the daughter-in-law of Frank T. Boesel, native New Bremenite and one of the country's leading attorneys. (New Bremen Sun 6/17/1938)

Ann Sterling Boesel began formulating her ideas about teaching children to sing when her daughter Katherine was born in 1934. She continued to develop her theory with the birth of her son Charles in 1938. Her book *Sing and Sing Again* was published in 1938 and was welcomed by an article from the *Milwaukee Journal*.

...a bright new book of songs for children, fresh from the printers, the first book of tone drills stories ever to be published. Its author is Ann Sterling Boesel... Entitled Sing and Sing Again the book is colorfully illustrated with pictures of children at play, their pets, holiday celebrations, the wonders of nature and of the mechanical world. Although some of the one and two line songs are the work of the author, many are simple adaptations of folk tunes and the classics. Schumann's "Soldier's March" lends one of its phrases to the Blocks song "Count the Blocks, one, two, three, four, five, six"; Mozart's Sonata in A Major provides the theme for the lullaby "Through the trees the wind is singing lullabies for you and me"...

...In the forward to the book, Mrs. Boesel writes: "This book is intended for both the musically talented child and the child who is capable physically and mentally, but is not talented. All normal children who fail to learn to sing in tune fail because they have not been properly taught."

In keeping with the plan of teaching the youngsters to sing in pitch, several of the first songs in the book are based on single tones.

Singing, according to Mrs. Boesel, should not be a matter of a daily lesson; it should be correlated with a

child's everyday activity. In this way a feeling for music and for absolute pitch becomes instinctive and with it grows by association an appreciation for the beauties of nature and the wealth of classics.



From Mrs. Boesel's book "Sing and Sing Again"

Frank Fernando Tilden Boesel was the son of Charles (Carl) Boesel and his third wife Mary. He was born in 1876 in New Bremen in the Boesel home on the corner of Monroe & Main Streets that later became the Post Office. He attended New Bremen schools and was a graduate of OSU and Harvard University Law School. He opened a law practice in Milwaukee, Wisconsin in 1899 shortly after his graduation from Harvard. Frank and his wife Ella had three children who lived to adulthood. His older son Charles is the husband of Ann Sterling Boesel. In 1946 Ann died at the age of 38 years.

THE OLDEST BOWSTRING PONY TRUSS BRIDGE IN OHIO IS IN NEW BREMEN



The New Bremen Morrison Truss Bridge in 2019.

Sometimes we take things for granted. We think that streets and sidewalks have always been in place and that nothing changes. But those of you who have grown up in New Bremen can relate many changes and improvements. The one that I want to present in this article is the footbridge over the canal between Plum Street and Monroe Street.

When we were children the only way to get to the other side of the canal in that area was to cross the lock. My mother often voiced the reminder to stay off the lock! She had probably heard that message from her mother as well when she was growing up. I don't remember ever hearing of anyone that had been injured or drowned crossing the lock, but I guess that was a possibility. As I recall there were no handrails or guards to protect people who crossed the narrow path.

That part of town just east of the canal, between Plum and Monroe Streets, has changed a lot. The old flour mill, silo and woolen mill buildings are gone and in their place is the community library and Lock One Park. The transformation began when the mills ceased operation on the state-owned canal lands in 1956. The canal land was turned over to the Village of New Bremen with the stipulation that it would be used for park or recreational purposes. The New Bremen Library was erected in 1973 on the northwest corner of Washington & Front Streets and plans for Lock One Park became a reality.

In 1985, determined New Bremen citizens formed a group to place an antique footbridge across the canal at the strategic spot where it stands today, in line with Front Street, to serve as an entrance to Lock One Park and the Komminsk Legacy Park.

Why is this bridge special?

- ✓ Built by David H. Morrison (1817-1882) who established the Columbia Bridge Works in 1852.
- ✓ Mr. Morrison is listed in the Historic American Engineer Record (HAER) as "one of the most important bridge engineers and manufacturers in 19th century Ohio."
- ✓ The bridge is a BOWSTRING PONY TRUSS BRIDGE.
- ✓ Built in 1864, it is the oldest bridge of its type in Ohio and among the oldest in the country.

The following article from the *Evening Leader* describes how the citizens group, led by Joe Eilerman, acquired and preserved an antique bridge that was still in use in Auglaize County but destined for removal.

Bridge will go to New Bremen

By Phil McLean, Evening Leader Staff Writer,

The Evening Leader, 9/13/1984

A bid opening by county commissioners this morning has determined the fate of Auglaize County's oldest bridge. The village of New Bremen will be the home for the 120-year-old 57-foot span on the Moulton-Angle Road.

A group comprised of private individuals, merchants and industry submitted the only bid. That was for \$650, better than twice the estimated market value of the iron in the structure, which was the minimum price the commissioners would have accepted. "We're glad to see it go to this area," remarked commission president Bob Vogel. He noted that at least one other person had expressed interest in the bridge, but apparently backed off after commissioners expressed a desire to see the bridge remain in Auglaize County.

Joe Eilerman told the commissioners that the project was a total community involvement and in a letter accompanying the bid Eilerman and Bill Woehrmyer detailed the village's plans for the bridge. "We have the ideal place for its relocation," they said.

The bridge will be installed across the Miami-Erie Canal just off South Washington Street in the downtown area. The village has just finished dredging the canal in that area in an effort to preserve the historical nature of the site. When installed, the bridge will be in line with a sidewalk running along the south side of the community library.

Eilerman told the commissioners that the bridge, which will be open only to pedestrian traffic, would be totally accessible to the public year round from either South Washington Street or the municipal parking lot. It will be placed between the library and the Lion's Club Park on the west side of the canal.

He also noted that it would be in full view of the public passing through town on State Routes 66 and 274. Eilerman also reported that the community has received several offers for the donation of materials and labor, to include engineering to guarantee that the relocation will be presentable to the public and also to the county commissioners.

Eilerman said that a suitable plaque will be placed near the bridge, acknowledging the commissioners foresight in their attempts to preserve the bridge and will also detail the history

of the bridge from its first use as a part of the Blackhoof Street Bridge in Wapakoneta which was erected in 1864.

Don Kuck asked about a time table for removal of the bridge and Dan Bennett, county bridge engineer said that he estimated about three weeks from now, the village can have the bridge.

Eilerman said that he had been thinking about a footbridge for the area for some time and when the story on the Moulton-Angle Road structure appeared in the August 29 issue of the Evening Leader he decided to pursue the matter.

New Bremen residents are already in the planning stages for a rededication program for the bridge. "We're tickled to death," Vogel said speaking for fellow commissioners Dow Wagner and Wilbur Jauret. "We'd have been satisfied with \$325."

There was almost an atmosphere of visible relief among county officials after the outcome of the bid opening. Bennett noted that the action this morning fulfills a wish of the county highway department that goes back to former engineer Clayton Stimmel.

The bridge, built of cast iron, was among the last of its kind according to David A. Simmons, historian and manager of the National Register Program of the Ohio Historical Society in a 1981 article. The bridge, one of three spans that crossed the Auglaize River at Blackhoof Street was taken to the Moulton-Angle Road location in 1894 where it has been since.

Now it has a new home and its future is assured for the use of future generations, young and old. The New Bremen village Council has gone on record supporting the community effort...

Barring bad weather, Eilerman told council that it would take some two months before it would be completely installed. They explained that Gene Topp of New Bremen has offered the free use of his backhoe and flatbed truck and that a crane from H. A. Dorsten of Minster will be used when it is taken down from its current site...

..."I want to restore this thing 100 percent. This bridge has historic value as it is one of the oldest bridges in the state," said Eilerman.



Don Kuck, Peg Eilerman, Bill Woehrmyer and Joe Eilerman await the outcome of the bid opening in the Auglaize County Commissioners Office. (Leader photo by Phil McLean)



A 1984 picture of the bridge in use on the Moulton Angle Road north of New Knoxville.



Bridge brought to New Bremen in 1984.



The Morrison Truss Bridge as it appeared in 1985.

Great –Grandsons view bridge builders’ 1864 cast-iron truss work in New Bremen

By Jim Painter, Evening Leader Staff Writer,
The Evening Leader 4/29/1985

Formal dedication of the 121-year-old Morrison truss bridge over the Miami-Erie Canal here was held Saturday afternoon featuring two great-grandsons of the late builder.

The one- hour event drew an estimated crowd of 40 people next to the bridge located behind the library in the village municipal parking lot.

Historian Mary Ann Brown of New Bremen served as hostess for the event that saw great-grandsons John and Ed Morrison in attendance in honor of bridge builder David H. Morrison.

David Simmons of the Ohio historical Society Department of Inventory and Registry was also a special invited guest.

Other guests included were State Senator Robert Cupp of Lima; State Representative Jim Davis of St. Marys; Auglaize County commissioners Bob Vogel, Dow Wagner, and Norville Freymuth; Auglaize County Bridge Engineer Dan Bennett, New Bremen Mayor Urban Buscher, New Bremen councilmen Karl Hagerstrand, Jim Tontrup, and Tom Kuenning; and bridge committee chairman Joe Eilerman of New Bremen...

Eilerman took the podium to explain what his organization did in bringing the bridge to New Bremen.

The bridge was bought for \$650 in the county commissioners’ office in September 11, 1984. The next day digging at the site began with help from the county followed by weeks of steel and metal work, sandblasting, painting, decking and approach work and handrails.

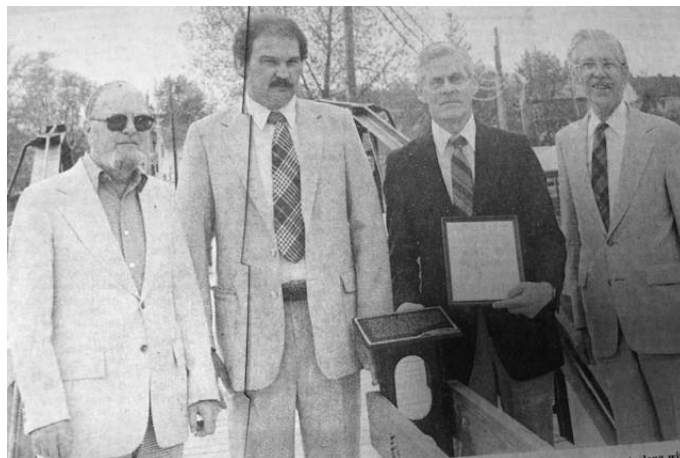
Eilerman explained that the total cost of the project was \$3,000 with private donations covering the costs.

John Morrison of Beaver, Pennsylvania, spoke about his great-grandfather and that other family members have also entered the engineering field. John and his wife Deloris, along with Ed Morrison of Cleveland, and his wife, Mary, were designated to be the first people to

officially cross the bridge following the dedication ceremonies.

Eilerman officially turned the bridge over to the village by presenting Mayor Buscher with a framed certificate. The two later unveiled the plaques at both ends of the bridge.

The plaques read, *Constructed in 1864, this is the oldest ‘bowstring girder’ bridge in Ohio. Originally part of a three-span structure over the Auglaize River in Wapakoneta, the bridge was moved to Moulton Angle Road north of New Knoxville in 1894. In 1984, through the efforts of local citizens and businesses, the bridge was brought to New Bremen where it was restored and placed over the Miami and Erie Canal. It was built by David H. Morrison, founder of the Columbia Bridge Works of Dayton.*



Great-grandsons Ed Morrison (far left) and John Morrison (far right) of the late David H. Morrison with Bridge Committee Chairman Joe Eilerman and Mayor Urban Buscher. (Leader photo by Jim Painter)



The Morrison Truss Bridge in 2019.

New Bremen's Gritz (Grits) (And its German cousins have been made by many generations)

German immigrants brought recipes for foods that could feed people in a frugal manner. They were peasant foods that had strong historic roots. Immigrants continued to make them after settling in this country.

The foods have different names depending on their region of origin in Germany. These historic foods include *Gritz* (also called *Grits*), shortened from the German word *Gruetzwurst*, *Goetta* from the Cincinnati area and *Prettles* from the Toledo area.

They are similar in that all are mixtures of meat and grain formed into a mold or sausage. Originally they were made from the byproducts of butchering to use all the meat and extend it by adding grain. Each region had their own recipe for the types of meat, grain and seasoning used.

Families in our area, many of whom were immigrants from northern Germany, made *Gritz* from pork and beef mixed with pin oats. This recipe for homemade *Gritz* comes from **Ruth Meckstroth**.

Gritz

12 lbs. beef

15 lbs. fresh pork shoulder

5 lbs. pork side

3 lbs. pin oats (or steel cut oats)

Cook beef in one kettle. Cook pork in another kettle. When the pork is done, put some broth in a good sized kettle and put in the pin oats. Put in oven at 300 degrees to soften. When meat is cooked, put it through a meat grinder. Mix and add the pin oats. Then put in baking pans and set in 300 degree oven for a while, until some of the fat shows around the edges of the pan. This amount makes about 31 lbs. of *gritz*. The rule is to use twice as much pork as beef. Most people like to eat *gritz* on bread with sorghum molasses.

—Ruth Mesenbrink Meckstroth

Home butchering was done when the weather cooled. The high fat content allowed *Gritz* to be kept well in the cooler months. There was an old saying that *Gritz* should only be eaten in months that contained an "r".

Now with modern refrigeration, commercially made *Gritz* and its German cousins are available year round. USDA standards require that the commercial products contain no less than 50 percent meat. It is interesting to note that these recipes with such historic roots are still available in stores today. It is even more of a wonder that they are still so popular.

Another trait that all these foods have in common is that they are all politely referred to as an acquired taste,

meaning people either love or hate them. People who love them are very particular about the way they are served. Some are *Gritz* purists while others like them paired on bread with either molasses or jelly. Another favorite is adding mustard or ketchup. What is your favorite? Or would you prefer to never eat them?

Prettles and *Goetta* can be found served in a few restaurants.

An article from *Cincinnati City Beat* in August 2018 lists seven restaurants that serve *Goetta* in innovative ways from *Goetta Sweet Potato Hash* to *Goetta Grilled Cheese*. An article on the web reported that two restaurants in Napoleon, Ohio serve *Prettles*.

While we don't know of any local restaurants serving *Gritz*, it is available from Wagner's grocery stores and Winners Meats and can be easily prepared at home.

If you are out of the area and want to make *Gritz*, this is the authentic recipe that was used by Howell's Grocery and shared by **Dick Howell**.

Gritz (Howell's Recipe)

20 lbs. pork

10 lbs. beef

Put in double boiler or roaster. Cover with water and cook for four hours or until done. Let cool and grind. Use broth from meat and add to 10 lbs. steel cut oats or pin oats. Oats will swell up. Cook for 1 ½ to 2 hours, adding water when needed. When oats are done, add meat to it. Season with salt and pepper and mix thoroughly. Let cool overnight. Slice. Ready to fry and enjoy.

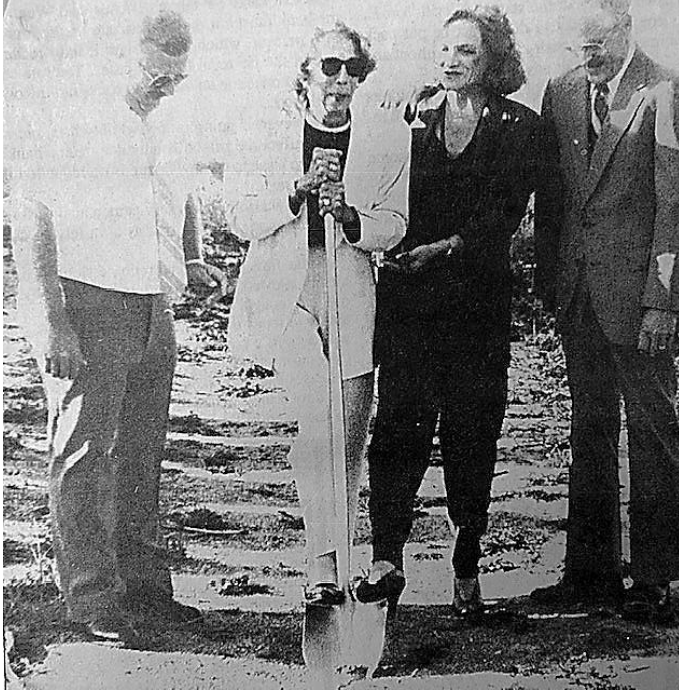
Gritz was not the only byproduct of butchering meant to use all the meat. Another was *Schwartenmagen*. An explanation of this butchering product comes from **Bonnie Topp Heidt**. She asked her Uncle Merlin Blumhorst (1913-2012) about *Schwartenmagen* when he was 95 years old. He promptly answered that he remembered it well, "*Schwartenmagen* is also known as head cheese."

He told her to make it they used the ears, tongue and heart of the hog and also added some "good" pork into the mixture. After seasoning it with salt and pepper, they put the mixture into the pig's cleaned stomach and sewed up the sides of the stomach. It was cooked for at least one hour, and then cooled, sliced and eaten cold. He said that some would put ketchup or mustard on the meat.

It seems old peasant foods are still highly regarded but only in their home regions. We are grateful that these historic recipes have been preserved and are still part of our heritage.

JDR

HISTORY MYSTERY



Who is pictured in this 1990 historic photo of the groundbreaking ceremony for New Bremen's first industrial park? (Photo by Wayne Wenning, August 1990, Evening Leader)



In 2002 the bricks were removed from the Luelleman House patio, cleaned and re-laid. Do you recognize anyone in this photo?

Do you have a photo that you would like to share with Towpath readers? Please call or e-mail Gen or Joyce.

Gen 419-629-2764, gen@nktelco.net

Joyce 419-733-2426, jdr@nktelco.net

WE NEED YOUR HELP!

An important goal in writing Towpath articles is to preserve our history. We are happy to research, write and publish the articles but we need your help in finding the topics.

People often ask "Where do you get your ideas for stories?" Our answer is always, from our readers.

So if you have any suggestions, please tell us. We believe all our members have a story to tell. It doesn't have to be a written story. Perhaps you have a family memory, object or photo to share. Any of these can tell a story.

So if you have an idea or material to share, please contact us. Sharing your ideas, memories or information helps to preserve our history.

Gen 419-629-2764, gen@nktelco.net

Joyce 419-733-2426, jdr@nktelco.net

THERE IS A NEW HILL IN NEW BREMEN!

The Bremenfest Park now features a sledding hill located just south of the swimming pool. A snow-making machine has been installed making the hill a sledding adventure all winter.



Bremenfest Park Hill on February 10, 2019

The New Bremen Historic Association joined with the other historical societies in Auglaize County to celebrate the 125th Birthday of the Auglaize County Courthouse. Governor Michael DeWine was the speaker.

With its theme of *Auglaize County Reaches for the Stars*, the birthday of the courthouse was celebrated in conjunction with the 50th anniversary of the Apollo 11 Moon Landing. Many other events are planned by the Auglaize County Historical Society during 2019. Visit: www.firstonthemoon.org for the complete schedule.



The Pape House Museum



Bridge Railings made in New Bremen over 100 years ago have been placed at the Pape House Museum.

In 1895, Lanfersieck and Grothaus began a bridge company in New Bremen, in the same location as the Plow Factory on First Street. The steel was shipped to the company on the canal. In 1911 they moved their location to Herman Street so that steel could be shipped by railroad. The company was in operation until 1929.

The railings in the above picture were made by the Lanfersieck & Grothaus Bridge Company and were used in the Lock Two roadway over the canal. When the county replaced the old bridge, Tom Fledderjohann requested that the historic railings be preserved and donated to the NBHA.

The preservation and installation of these railings is now complete. Gene Topp prepared the site and added gravel, Homan and Stucke provided the concrete and Dave Kuck did the welding. NBHA Board members assisted in all phases of the project. Landscaping will be added this spring. Please plan to stop by the Pape House to see the Lock Two bridge railings.

It is interesting to note, according to Tom Fledderjohann, that the posts supporting the railings were used to design the posts at Lock One Park.

History Mystery January 2019



Bonnie Heidt correctly identified Ray Tomhafe in the last issue of *The Towpath*.

**New Bremen Historic Association
P.O. Box 73**

New Bremen, Ohio 45869-0073



NBHA Museum – 120 N. Main St.

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If your newsletter is “undeliverable”, it will be returned to us, costing us from **\$2.50-\$3.00** per copy postage!

In January, Don Gagel presented a special picture program at Elmwood Assisted Living in New Bremen. The scenes of early New Bremen were interesting and the program was well attended.



UPCOMING NBHA EVENTS

The Luelleman House & the Pape House Museums will be open on the 4th Sunday of each month, April through October, from 1-3 PM.

UPCOMING NEW BREMEN EVENTS

- **July 27, 2019 Firemen's Picnic**
- **August 16-18, 2019 Bremenfest**
- **September 27-29, 2019 Pumpkinfest**