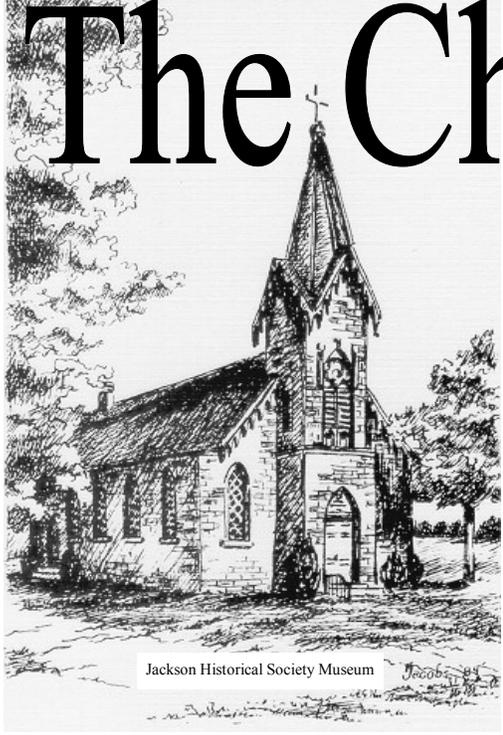


The Church Mouse



Volume 17 Issue 2 Jackson Historical Society July 2012

15 Model T Cars Chug to Hinterland in a Search for Another Masterpiece

As if there aren't enough automobiles jamming the highways, they're now digging them up. Armed with shovels, picks and high hopes, owners of Model T Fords spend most of Monday seeing what to Model T lovers is the prize discovery—an unrestored original, ripe for loving attention. Even though the underground Model T turned out to be badly battered and almost worthless, the buried car provided plenty of memories—on Memorial Day—for the men and women who think Henry Ford should have quit before the Model A.

Escorted by Police

Fifteen of the creaking Model T's chugged north out of Milwaukee on the quest, escorted by motorcycle police, a repair truck and a long line of curious modern car lovers. "We took the truck along as a precaution," said Martin Anderson of Cedarburg. "Something usually goes wrong on the road." Anderson is a director of the 1,200 member Model T Ford Club International. He organized Monday's outing to help form a Greater Milwaukee chapter of the club. The objective was the Roger Liesener farm near Jackson in Washington County. Liesener had told Anderson that his father, Paul, had buried a 1918 Model T Touring car at least 20 years ago to help fill the basement of an abandoned house.



Tired Engines Get Rest

At the farm—reached at a sedate 25 miles an hour which nevertheless forced several stops to rest the tired engines—the club members
(Model T's continued on page 2)

MEMBERSHIP DUES

Your annual **\$15** dues cover a calendar year starting in January. The current year for your membership is shown on The Church Mouse address label to the right of the zip code. Due to increased costs, it has become necessary to increase our dues to **\$15** per year..

JHS MEETINGS TIMES

The Jackson Historical Society meets the 2nd Monday of every other month, Jan/Mar/May/Jul/Sep/Nov, at 7:00pm. JHS meetings are held at 1860 Mill Road, Jackson, in our restored, Karl Groth log home. Visitors are welcome.

JHS OFFICERS

Nancy Ebeling—President
Jerry Prochnow—Vice President
Lenore Kloehn—Treasurer
Jim Kliese—Secretary

BOARD MEMBERS

All JHS Officers, Russ Hanson, Royal Natzke, and Elmer Kloehn



FOUR GENERATION FAMILY STORE SOLD

A piece of history is dying. After four generations in the family, Gumm's Store of Jackson is being sold.

When Gumm's store was founded back in 1891 by Jacob Gumm and Otto F. Hoge, it wasn't just a grocery store like it is now. It was about five stores in one.

"Back then they called it a general store," said Melvin Gumm,



Jacob's son. "It was also a saloon, a feed mill and they bought and sold grain and farm implements."

Melvin Gumm said he remembered when people used to bring their grain to the store by horse and wagon and the store had gas lights.

"One winter my dad and my uncle, Otto Hoge, had the flu and I had to run the store by myself for three weeks," said Gumm. "I did everything." "I was only 12 years old." But, running a store back then wasn't as hard as it is now even for a 12 year old. "People were more satisfied, more honest back then. There was no bickering about prices," said Gumm. "People didn't earn much and they were satisfied with what they got."

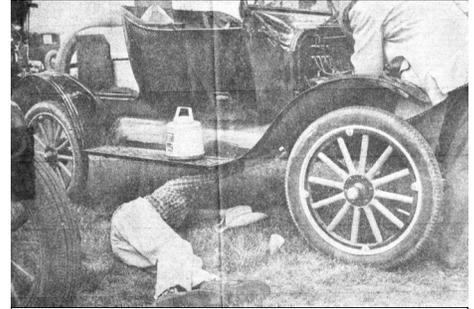
Gumm said he remembered beer being sold in the saloon portion of the store for five cents a glass. "Or you could get six beers for a quarter or we'd say seven if you're in a pinch and eight if you're in a scrape." Gumm also said the bar gave out a free lunch every morning and if a man was really poor and couldn't afford his own tobacco, he could help himself from the "poor box" and even get a clay pipe to go along with the free tobacco." "But I wouldn't want to live back then again," said Gumm. "We had no conveniences, no plumbing, and the streets were all muddy".

Paul Gumm, Melvin Gumm's son, has worked in the family store for 20 years and has been owner of it for the past three.

On Monday the new owners, Mr. and Mrs. Karl Zwillenberg, Brookfield, will take over. He said the new owners planned to remodel the present store, which was built in 1915, but would probably keep it as a grocery store.

(GUMM Continued on page 3)

(Model T's continued from page 1)



Donald Chaulk of New Berlin, and his son Douglas carefully check over their 1923 Model T Roadster

solemnly stood over the site and held a brief memorial ceremony.

The digging, it turned out, took all day. It was spurred on by the occasional discovery of a rusted seat spring, a broken wheel rim—which might have belonged to a buggy—and other treasures.

Liesener helped with a bulldozer. His father it seemed not only filled the hole with the Model T but also with an assortment of large and larger boulders.

When the car finally was uncovered and hauled from its grave, it was found to be faintly recognizable as a Ford—vintage undetermined.

It brought \$1 at auction—for the springs.

Trailers Bring Cars

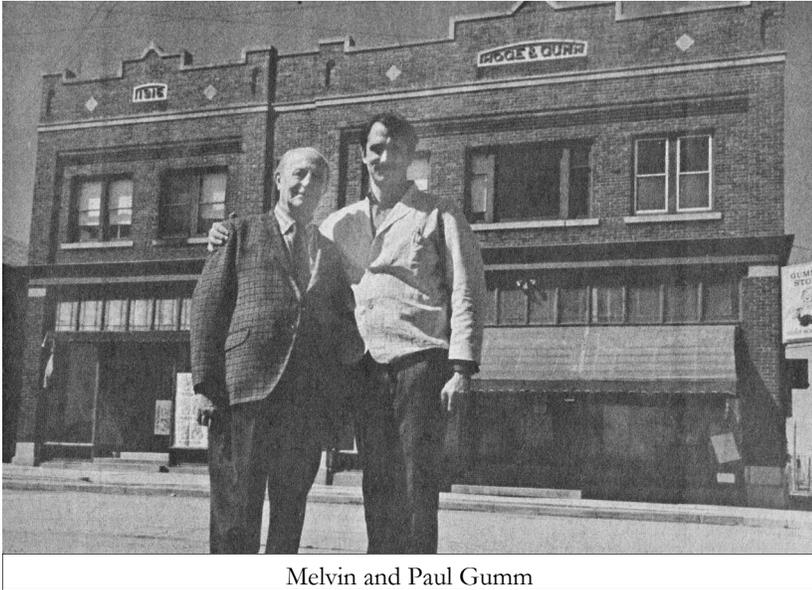
Among the Model T's which made the trip was the 1913 brass and black Model of Marvin R. Young and his wife, Hannah, of Matteson, Ill. Their car, fully restored at a cost so far of \$5,600, has won every competition in the last two years and is currently the best Model T of the International.

Young said that parts were bought from all over the United States, and many others were hand-made. He bought the car for \$750—it sold for \$600 when new—and worked on it for 18 months,

(Model T's Continued on page 3)



(GUMM Continued from page 2)



Melvin and Paul Gumm

The elder Gumm said he was kind of sorry to see the store sold after four generations, but that “things change.” “We have to keep up with the times don’t we.”

The book “Washington County Past and Present,” by Carl Quickert, published in 1912, says that Otto Hoge “started out for himself when a lad of fifteen years, with little education and less capital.” Hoge won praise for his “thrifty habits” which enabled him to acquire a small capital so he could invest in an already established Jackson business. Quickert reports that Hoge and Gumm’s store averaged about \$50,000 in business a year at the time of the book’s writing. According to Quickert’s history, Hoge served as clerk of the village board and was town clerk for four consecutive years. The store’s other partner, Jacob Gumm, started clerking in Jackson at the age of 15 until he formed the partnership with Hoge in 1891. Gumm too won Quickert’s praise as a self-made man, dependent upon his own resources from early boyhood. Gumm also served on village board and represented his district at county and state conventions. In the conduct of their business they have adopted a policy that has enabled them to win the confidence of those who have had transactions with them. As a result, they have established a reputation for trustworthiness and reliability which forms their greatest assets.

This article by Jean Colvin appeared in the Wednesday, April 11, 1973 edition of the West Bend News.

(Model T’s Continued from page 2)

bringing it back to the original red and black, brass bound beauty.

The oldest car at the meeting was a big 1909 touring convertible owned by Mr. and Mrs. Robert Clark, 1916 N. Oakland Ave. It is a Clark family heirloom and is only partly restored.

This article appeared in the Milwaukee Journal on May 30th, 1960 and was written by William J. Normyle of the Journal Staff.

Many thanks to Roger and Martha Liesener for sharing this bit of their Jackson history with us.



RASPBERRY FESTIVAL SEPTEMBER 9th

Our fall Raspberry Festival will be held Sunday afternoon, Sept. 9th, from 12:00pm-4:00pm on the society’s Mill Rd. museum site, 1860 Mill Road.

Music by the Festival Trio, good food, Publitz vegetables, Eickstedt’s honey, antique cars from the Kettle Moraine Model T Ford and Vintage Car Club, a per-



formance by the Pommerscher Tanzdeel, tours of our restored church, log home, and one-room schoolhouse, and our very popular silent auction will make for an enjoyable, sunny, afternoon. Come join us.



SILENT AUCTION ITEMS

The Jackson Historical Society’s silent auction to be held during the Raspberry Festival on September 9th is our annual fund raising event. It’s success relies on your donating items for it. Please check your attic, basement, and garage and see what “treasures” you have to donate to JHS. We are currently accepting donated items.

Please contact Lenore Kloehn (262) 377-2142 if you have items you wish to donate.

Your donations help the Jackson Historical Society preserve your history. Thanks.



HISTORY OF THE JACKSON FIRE DEPARTMENT 1892-1992 Part I

In 1992, the Jackson Fire Department celebrated its first 100 years. A committee including 1st Assistant Chief Ken Klumb and Secretary Peter Schmirler was established to gather facts and pictures from this period and produce a Centennial booklet. Part I of the booklet follows.

Jackson, originally known as Riceville, (named for Franz Reis whose name was misspelled) was one of three small unincorporated hamlets in the area about 1846. Kirchhayn and Mayfield were the other two.

In 1873 the railroad was built and Mr. Reis donated land for the tracks and the depot. He saw the potential for businesses immediately as he built a general store, saloon, and a grain elevator. The railroad is why Jackson grew rapidly and the other two hamlets did not.

As the Village grew, the city fathers recognized the need for fire protection, so in 1892 the Jackson Volunteer Fire Department was organized with 48 charter members. The original constitution mandated all records be kept in the German language and it was that way until 1915. Since there wasn't a funding source in those days, the firemen, besides fighting fires and spending time training, also provided the operating funds. It cost each man \$1 to join the department and \$.25 for each monthly meeting. Other ways to generate operating income were firemen's picnics, bazaars, dances, and card parties.

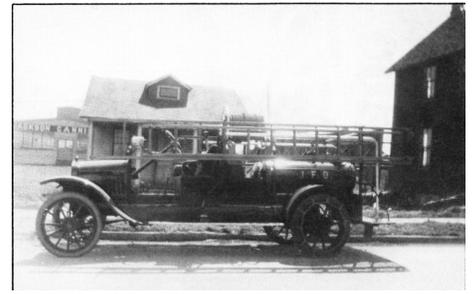
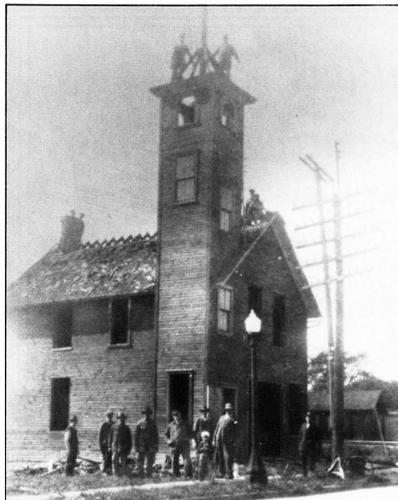
In 1892 the first equipment purchased was a hand drawn/hand operated pump and a fire bell to call the members to the station for fire calls. This original bell is now mounted on an attractive stone support in front of the Fire Station on Jackson Drive. Since there wasn't enough money to build a fire station, the equipment was housed in a shed known as the "Quade-Schoenbeck property", and was actually a property owned by the Chicago & Western Railroad.



1893— A horse-drawn fire engine and equipment was purchased from Gilson Mfg. in Port Washington. By 1896 JFD had three cisterns for water supply.

1906—The Fire Department built its first Fire Station, two stories tall, one lot west of the present Village Hall. Also, the Fire Department became Jackson Fire Department Incorporated in 1906. The Village was incorporated in 1912.

1915— JFD bought a Model T ford and had the Buckeye Mfg. Co. build a chemical unit similar to the Boyer Chemical units of that era. It had two 45 gallon tanks and was state of the art. It should be noted here that the firemen and other members of the Community loaned



the money to the Jackson Fire Department for the unit.

1929 saw a real change in how the firemen were called for a fire. Rather than ring the fire bell, the Department bought a siren—the first one in the whole area. Because there wasn't any room at the fire station, it was mounted at the top of Gilbert's Body Shop and Wm. Gilbert was paid \$1 per month for electricity.

In 1930 the Fire Department approached the Village about putting in a water system with hydrants.

The year 1931 was busy for the Fire Department. They met with towns of Polk and Jackson regarding possible fire protection contracts. A 1931 Chevrolet fire truck with a 300 GPM midship pump and 300 gallons of water was bought. The Village built a new Village Hall and the Fire Department gave the Village \$500 to build an extra 10 feet to the west to house the fire trucks. Jackson also hosted the 38th Annual Badger Firemen Tournament that year.

1932— The Jackson Fire Station which was built in 1906 was torn down and the lot was sold to the Village for \$1.

1933—The Department progressed and a new Studebaker truck was bought. It was called a "combination unit" because it had a chemical unit (two 40 gallon tanks) and a front mounted centrif-

(JFD Continued on page 5)



(JFD Continued from page 4)

ugal pump. Before the truck actually became a fire truck, a stake body with a canvas top was installed on it and the vehicle was used to convoy many village residents to the World's Fair in Chicago.

1937—The Fire Department moved the siren from Gilbert's Body Shop to the top of the new Village Hall and had the old fire bell mounted there also. JFD asked the Village to install a telephone at the Village Hall for fire calls!

1938—Jackson Fire Department bought two air masks for its men.

1940—The chemical unit was removed from the 1933 Studebaker to make room for a newer and larger centrifugal pump.

1942— A Ford chassis was bought for \$513, a 1000 gallon tank was installed, and the Jackson Fire Department has its first tanker.



The years 1942, 1943, and 1944 saw World War II raging on several fronts. JFD had several of its men called to service and at home, the Fire Department had its gasoline rationed!

1947— The Fire Department was instrumental in starting "Action In Jackson." They voted that any and all profits from the Annual Picnic would be used to buy land for a Village Park. The first picnic was held in Prahls woods, later behind the Village Hall and since the early 1950's at its present location.

1948—JFD asked other organizations in the Village and the Village itself if they would like to join the Fire Department in providing a park for the Village residents. Out of these meetings Jackson Parks Inc. was formed and its sole purpose was to administer the park functions.

Still 1948—A major catastrophe struck Jackson as the Higgins homestead, which housed the telephone company switchboard was leveled by an explosion. Only minor injuries were reported and some firemen were hit by flying glass and pieces of wood. The firemen were very concerned about the loss because the local operator took all the fire calls and because the siren control button was in the office which activated the siren for all fire calls. The switchboard and all controls were then moved across the street to the Henry Frank home where it stayed until a more modern switchboard was installed in a separate building.

By 1951 Jackson Parks Incorporated and "Action In Jackson" were doing quite well. But in August of this year and during the "Action In Jackson" celebration, the Jackson Canning Co. had a devastating fire which was estimated at \$300,000 loss. The biggest loss of any fire in the history of JFD.

1951—A new Chevrolet tank truck with 1200 gallon tank was bought.

1953—In keeping with its tradition to stay modern, a new tanker/pumper was purchased. It was a new Chevrolet with a 500 GPM front mount pump and a tank to hold 1200 gallons of water.

In 1959 the Village became concerned that when there was a fire call in the Towns, the Village is left unprotected. To properly address this situation JFD decided to buy a 1959 Chevrolet with 500 GPM midship pump and that this truck would stay in the Village.

1964—The department reviewed the present equipment and decided that the 1933 Studebaker pumper should be replaced. A 1964 Chevrolet with a 500 GPM front mount pump, a tank holding 500 gallons of water and at least 1200 feet of hose was purchased.

Original Jackson Fire Dept. Membership List

Arthur R. Braun	Jacob Gumm
Aug. Quade	Frank Reis
Peter Gumm	And. Martin
Peter Weckmueller, Jr.	Henry Prahls
Adam Held	Louis Woldt
Geo. Jenner	O. F. Hoge
Valentine. Rheingans	Sam Frank, Jr.
Wm. Kissinger	Henry Blank
Fred Prochnow	George Gilbert
Val. Koenig	J. Froehlich
Ph. Roll	P. F. Leich
Aug. Laisy	Henry Abel
Nick. Herman	Frank Gumm
Jacob Schachameier	C. W. Frank
Frank Schoenbeck	Allen Held
Phillipp Mayer	John Egelseer
Peter Weckmueller, Sr.	John Braun
Wm. H. Froehlich	Frank Gere
Julius Kannenberg	H. Held
Phillipp Schmahl	H. Barenz
Peter Ziegler	E. J. Butzke
Ph. Moersfelder	John Koepke
Fred Rothenmaier	Jacob Holl
Wm. Pfenning, Jr.	Louis Jung

Thus ends Part I of the *History of the Jackson Fire Department, 1892-1992*. It will be continued in the next Church Mouse, Vol. 17 issue 3, due in November 2012.

WHAT HAPPENS TODAY WILL BE HISTORY TOMORROW!

HELP JHS PRESERVE YOUR YESTERDAYS

AREA HISTORICAL SOCIETIES EVENTS

RICHFIELD HISTORICAL SOCIETY 14th Annual Thresheree, Richfield Historical Park, September 15-16, 2012. Contact www.richfieldhistoricalsociety.org for more information.

GERMANTOWN HISTORICAL SOCIETY Annual Germantown Hunsrucker Octoberfest, Sept. 29-30. Contact the society at : <http://germantownhistoricalsociety.org/calendar.html> for more information.

POMMERSCHER VEREIN FREISTADT For Pomeranian Family Histories and Genealogical information and a Pedigree Database all online. Go to: www.pommerschervereinfreistadt.com/PedigreeDatabase/tabid/90/Default.aspx

TRINITY FREISTADT HISTORICAL SITE Like history? You are invited to an Ice Cream Social at the corner of Granville and Freistadt Rds., 10729 W. Freistadt Rd., Mequon, Sunday, August 12, 2012, 12:00—3:00pm. Bring your own picnic if desired. Ice cream and soda for purchase. Tour 12 buildings filled with historical displays. Special Exhibit for 2012.



The Editor welcomes comments on the newsletter. Please mail all suggestions for articles, etc., to The Church Mouse, 1921 Hwy. 60, Jackson, WI 53037, or phone (262) 677-3888, or e-mail jhsheritage@sbcglobal.net. Russ Hanson, Editor

VOLUNTEER!

The Jackson Historical Society would like to open the society's buildings to visitors on weekends during the summer and fall. To do this we will need some folks to volunteer a few hours on a Saturday or Sunday afternoon to staff our buildings.

If you are interested in learning more about Jackson's history and are willing to share it with our visitors, please contact Russ Hanson at 262-677-3888 or online at jhsheritage@sbcglobal.net.

Help us share Jackson's history with our visitors.



The Village of Jackson celebrated its centennial on June 16th through June 20th. Many events were held including a beard growing contest, fancy hat contest, and an ice cream eating contest in Jackson Park, complete with a DJ and music. An old fashioned baseball game, featuring the Cream Citys versus a local Jackson team was played on Sunday, to a large crowd. On Tues-

day, a hot air balloon launch was scheduled in Hickory Lane Park, but the wind remained too strong to launch. The Centennial Committee in conjunction with the Jackson Historical Society set up a self guided walking tour of historic buildings in Jackson, which many people took advantage of. The historical society also gave a talk at the Community Center, *A LOOK BACK*, on the historical development of the Village of Jackson. The celebration ended with a parade through Jackson on Sunday, the 24th of June. Next up the sesquicentennial!

JACKSON'S SUPERHIGHWAY

The Wisconsin Department of Transportation is in the planning stage for the "new" Hwy. 60 linking Grafton with Hwy. 45. In a meeting held at the Jackson Area Community Center attended by over 100 concerned citizens, WisDOT presented several options for locating the "new" Hwy. 60.

One option was to widen Hwy. 60 through the Village of Jackson. The other options were for a northern bypass and a southern bypass. If you did not attend the meeting and wish to see the project maps, go on the internet to www.dot.wi.gov/projects/seregion/60 and see what you missed. Become informed.

The Jackson Historical Society is concerned that this project may destroy or marginalize much of historic Jackson. In 1989, Hwy. 60 through the Village was widened, eliminating the possibility of again expanding the highway through Jackson as outlined. We believe that the *Superhighway* as proposed will destroy or marginalize much of the greater Jackson community.

If you are concerned about the effects of this construction on your community, you may contact Beth Blum, Project Mgr., WisDOT-Southeast Region at 1-262-548-8644, by mail at P.O. Box 789, Waukesha, WI, or by e-mail at beth.blum@dot.wi.gov. Also, Dan Dupies of CH2M HILL can be contacted at 1-4414-847-0206, by mail at 135 S. 84th St., Suite 400, Milwaukee, WI 53214, or by e-mail at dan.dupies@ch2m.com.

The choice of a "new" Hwy. 60 route for Jackson is expected to be made by WisDOT in late 2014. If you wish to comment, don't delay. **Let your voice be heard, NOW!**