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# 1855 to 2005

Bridging the Past with the Future



Sesquicentennial

TOWN of MENASHA



JWS/NF /NF

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# TOWN OF MENASHA

Sesquicentennial  
Committee:

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David



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Layout and Proof:

All art:

## SESQUICENTENNIAL

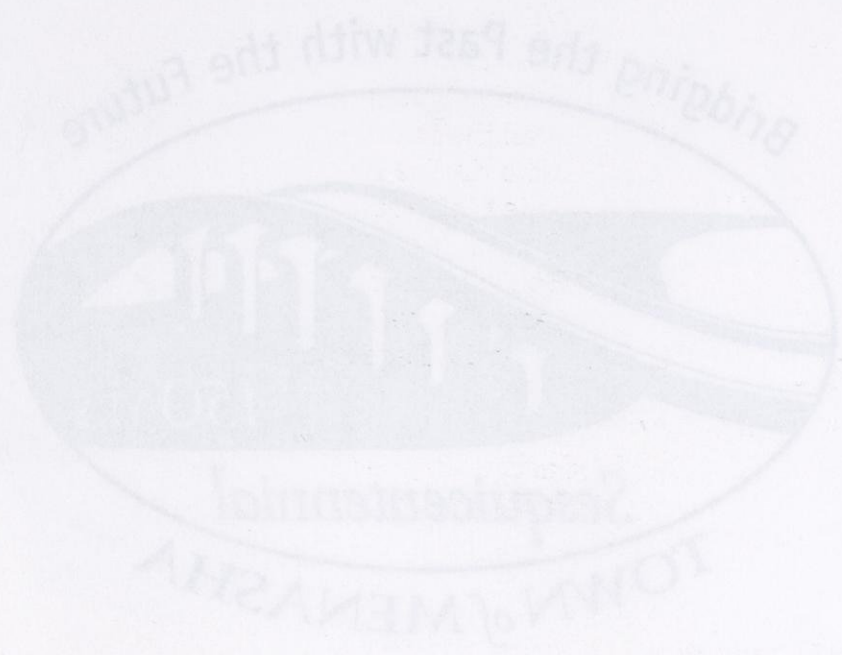
### 1855 - 2005

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MENASHA, WISCONSIN

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# TOWN OF MENASHA



## SESQUICENTENNIAL

1855 - 2005

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MENASHA, WISCONSIN

# TABLE OF **CREDITS**

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Notes from the editor 7

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*All articles are written by the author unless otherwise noted.*

Printed in the Town of Menasha, Wisconsin  
Ameriprint Graphics  
2006

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Printed in the Town of Menasha, Wisconsin

Amprint Graphics

2008

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## ***NOTES FROM THE EDITOR***

In the winter of 2005, the Town of Menasha organized a sesquicentennial committee comprised of town employees and residents, charged with the monumental task of putting together an event to celebrate the last 150 years.

When I volunteered to do this project, I had somewhat of an idea of what I was getting into. I started with a four page outline, which grew almost daily up to twelve pages! I have accomplished my original goal of information that I wanted to present; however, have found new information and it has been a really incredible and educational experience.

There were many employees, families and residents of the Town and Fox Valley that made the book possible by contributing valuable stories and photographs. They are recognized throughout the book as the sources of information and they are the reason that life is great in the Town of Menasha.

All of the photos that I obtained have been saved, and will be presented to the libraries of Neenah and Menasha, as well as the historical societies in each community to be enjoyed by all for a long time to come.

This book is by no means a complete historical account of the Town of Menasha; and to be quite honest, I don't know if that would ever be possible! I have tried to include as much information as I could; however I realize that there are a lot of stories, businesses, and families that I may have missed. I apologize for this, as it was unintentional, and hopefully there will be additions to the book in the years to come.

Lastly, I need to thank my wife Stephanie and children Jacob, Joshua and Joseph for giving me the time and support to put a project of this nature together.

Jason R. Weber

## NOTES FROM THE EDITOR

In the winter of 2005, the Town of Mendota organized a sesquicentennial committee composed of town employees and residents, charged with the monumental task of pulling together an event to celebrate the last 150 years.

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Jason R. Weber



# Town of Menasha

Municipal Offices ♦ 2000 Municipal Drive ♦ Neenah, WI 54956-5665  
Phone: (920) 720-7100 ♦ Fax: (920) 720-7116  
www.town-menasha.com

The Town of Menasha is celebrating its 150<sup>th</sup> birthday! One hundred and fifty years ago this township was farming territory with dirt roads, horse and buggy transportation and a lot of Irish farmers on the west side. We have grown from one-room school houses to busing students to larger elementary and high schools in both the Neenah and Menasha school districts.

Law enforcement in the town began with a town constable and grew to a full time police department currently under the direction of Chief Rod McCants. We went from a horse drawn fire wagon to a combination full-time/paid-on-call staff led by Chief Keith Kiesow.

The town hall on Valley Road was the center of operations, but due to increases in staff, a new town hall was built in 1995. We currently have a staff of eighty-seven full time, sixty-eight part time and ninety-seven seasonal employees, headed by Administrator James Archambo. The original town hall became the Community Center.

Our township was served by Sanitary District #4 and in 1999 it became a Utility District with our own town wells and sanitary services.

The Town of Menasha is unique in that it borders Lake Winnebago, Little Lake Butte des Morts and the Fox River. The Town of Menasha is the second largest township in the state of Wisconsin with a current population of 16,942. We have progressed from farming to urban residential to commercial and industry. We have gone from dirt roads to urban streets and major highways. The development of the recreational trail system has added to the quality of life for our residents.

Some of the older folks and their descendants who still live in the town tell many of the stories contained within these pages. We owe a debt of thanks to Officer Jason Weber of the Town of Menasha Police Department, who diligently worked with bits and pieces of memories that he gathered from knowledgeable residents and put together this priceless book. We appreciate the many hours he spent as well as the time taken by the residents to work with him in recounting the town's history. Thank you. I am proud to serve as your Town Chairman. I hope all of you enjoy this book. Happy Birthday to the Town of Menasha!



Sincerely,

Arden Tews  
Town Chairman

# Town of Menasha

Municipal Office • 2000 Municipal Drive • Menasha, WI 54952-0200  
Phone: (920) 735-7100 • Fax: (920) 735-1110  
www.townofmenasha.com



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Our township was served by January District 22 and in 1908 it became a July District with our own town wide fire and sanitary services.

The Town of Menasha is unique in that it borders Lake Winnebago, Little Lake Falls, Neeshok and Fox River. The Town of Menasha is the second largest township in the state of Wisconsin with a current population of 30,000. We have progressed from farming to mixed residential to commercial and industry. The development of the town has gone from dirt roads to urban streets and major highways. The development of the educational and system has added to the quality of life for our residents.

Some of the older folks and their descendants who still live in the town tell many of the stories contained within these pages. We owe a debt of thanks to Officer Jason Wood of the Town of Menasha Police Department who diligently worked with his and those of members that he gathered from knowledgeable residents and put together this precious book. We appreciate the many hours he spent as well as the time taken by the residents to work with him in recounting the town's history. Thank you.

I am proud to serve as your Town Chairman. I hope all of you enjoy this book. Happy Birthdays to the Town of Menasha!

Signature  
Aidan Tovey  
Town Chairman



## The Fox Indians

In the late 1600s and early 1700s, the Fox Indians had a large village about one mile west of Little Lake Butte des Morts, near the present-day Friess Park. It was from this village that they would come to the shores of the lake and stop the French traders as they followed the main channel along the west shore of the lake. This custom was very troublesome to the French authorities in Quebec. After a young Canadian trader in command of one of Captain Morand's fleets refused to pay tribute to the Indians, he was killed along with some of his men, and their boats plundered. The French authorities decided to do the area of Indians once and for all.

# A BRIEF HISTORY OF THE TOWN OF MENASHA

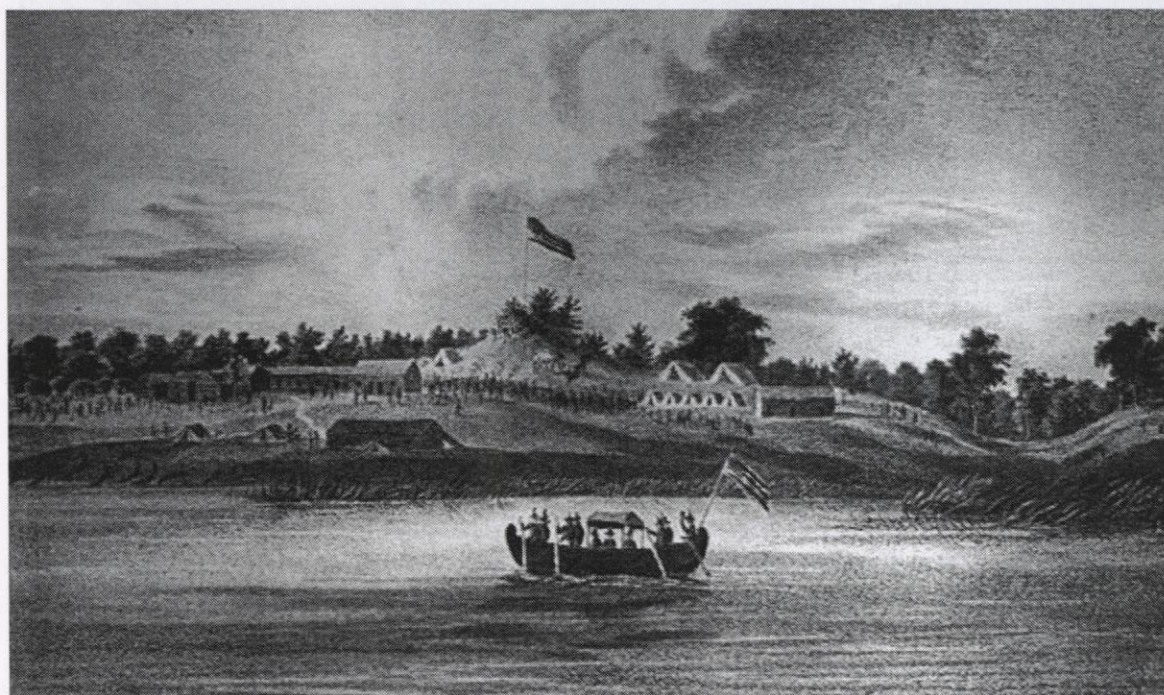
*Illustration showing Little Lake Butte des Morts and Friess Park. Wisconsin State Historical.*

In 1730, a large force of men and a number of large Mackinaw boats were put under the command of Captain Morand and set sail for the expedition. Morand opened up negotiations with the Menominee Indians who were bitter enemies of the Fox Indians. They agreed to take part in the enterprise of expelling their enemies from the Valley of the Fox, and the French promised them the Fox hunting grounds. The expedition, comprised of a large force of Menominees and a good number of French, proceeded up the Fox River to the belligerent village.

A BRIEF HISTORY OF THE TOWN  
OF MENASHA

## The Fox Indians

In the late 1600s and early 1700s, the Fox Indians had a large village about one mile west of Little Lake Butte des Morts, near the present day Fritse Park. It was from this village that they would come to the shore of the lake and stop the French traders as they followed the main channel along the west shore of the lake. This custom was very troublesome to the French authorities in Quebec. After a young Canadian trader in command of one of Captain Morand's fleets refused to pay tribute to the Indians, he was killed along with some of his men, and their boats plundered. The French authorities decided to rid the area of Indians once and for all.



**Illustration showing Little Lake Butte des Morts and Fritse Park. *Wisconsin State Historical.***

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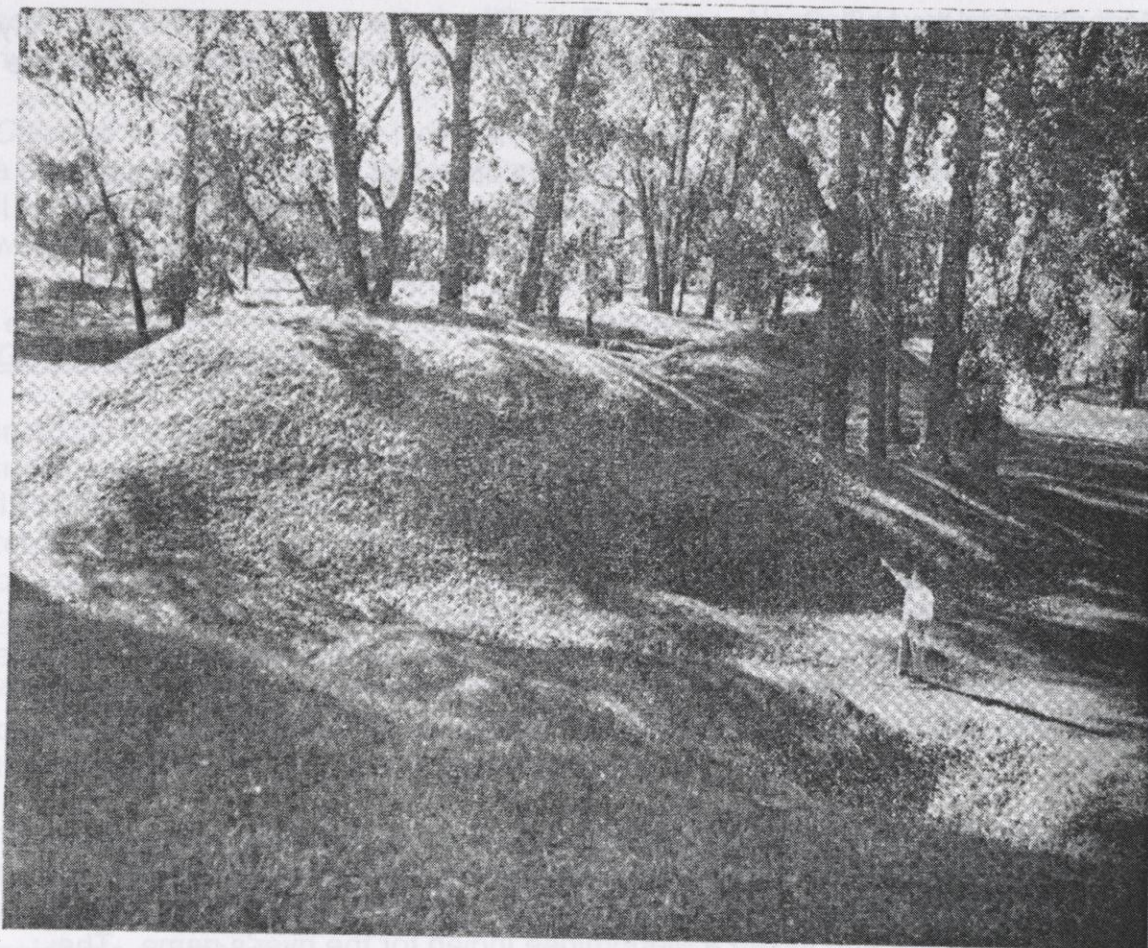


The morning sun shown pleasantly on the wigwams of the Little Lake Butte des Morts village. The inhabitants reposed in the fancied security, the squaws moved about in performing their usual duties, the papooses played their juvenile games, and the warriors lolled about, comfortably contemplating their next foray on the boats of the French voyagers, which should furnish them a generous supply of white man delicacies, especially tobacco and 'Shootay waubo'(alcohol). They did not have long to wait, as Morand's fleet was rapidly approaching the village. It was composed of boats and canoes covered with oil skins, which the traders used to protect their goods from the weather. Under these oil skins were concealed 100 armed men. When they got to within one mile of the village, the Menominees and some of the French proceeded up Duck Creek to the main Fox village to cut off the retreat of the Foxes. The main part of Morand's fleet continued up the lake. As soon as it was in sight of the village, the dogs barked, the squaws screamed with delight, and the warriors ran down to the shore, eagerly expecting a rich booty.

When the foremost boats came in front of the Indians, they congregated on the shore demanding their stoppage. The rowers immediately stopped, and Morand asked what they wanted. "Shootay waubo" was yelled by hundreds of voices. Morand ordered the boats to shore. The Indians swarmed forward to board the boats. Morand ordered them back and not to touch the boats, but on they came. In an instant the oil cloths were thrown back, and 100 men stood up with muskets ready. At the command of "Fire!" they simultaneously discharged their guns, and scores of Foxes fell to the ground. The suddenness of the attack sent the Indians howling and panic stricken from the shore. They retreated toward their village where they were met with the war whoops of the Menominees with tomahawk and scalping knife in hand. The wigwams were already burning, as the Menominees had set fire to the whole village. Then came terrible hand to hand fighting. The Foxes had to retreat to the woods, and then to Big Lake Butte des Morts, about 13 miles away.

In the short time of one hour, a peaceful village was turned into one of complete desolation. Morand and his men followed the Fox and attacked them again at Big Lake Butte des Morts. The remaining Foxes retreated to the mouth of the Wisconsin River, where once more they were attacked by Morand and his forces.

It was from this battle, that the lower lake got its name, *Butte des Morts* which means "hill of the dead" in French. The Indians that lost their lives in this battle were buried in a communal grave, a hill which was visible for many years until it was destroyed to make way for the railroad trestle bridge. This site was made a Wisconsin State Historical site and is marked as such at the present Fritse Park. In 1827, Governor Cass held a council here with the Winnebago, Chippewa and Menominee Tribes to fix their tribal boundaries. At this council, Oshkosh was made chief of the Menominee Tribe.



**REAL CENTENNIAL DISCOVERY** are these ancient Indian mounds across Little Lake Butte des Morts. They are the burial mounds raised to memorialize the Fox warriors and women and children that were slaughtered by the French. When the C. & N. W. railroad completed its bridge across the lake it was believed that these mounds were destroyed. However, the contrary is true. In a wooded dale just south of the west approach of the bridge are some 20 to 25 of these mounds, a rich motherlode of Indian lore. (News-Record Photo)

**Newspaper photo showing Indian mounds in area of present day Fritse Park, circa 1960. *Appleton Post-Crescent.***

The French were only the short-termed victors, however, since the troubles with the Fox had, over the years, diverted French trade into the Ohio River Valley, placing it in direct conflict with westward expanding English interests. These conflicts, in part, led to the French and Indian War and finally to the end of French occupation in America.

By 1836 the area of Winnebago County as part of the Wisconsin territory had seen British control come and go, and the territory became a part of the United States. The last Indian resistance to white acquisition of their lands was ended in 1832 when the Sauk Indians, led by Chief Black Hawk met their defeat at the hands of American troops. By 1836 the Winnebago and Menominee Indian tribes had ceded all their lands bounded by the Fox and Wolf Rivers and Lake

Winnebago to the U.S. Government. James Doty, who lived on what is now Doty Island, was appointed territorial governor and white settlers were coming into the area in greater numbers.

By 1840, trading posts had already been established at Oshkosh, Omro, Butte des Morts and Winneconne. The first sawmill had been built in Neenah and as the lumbering camps opened up the north woods, more sawmills were built up and down the valley including Oshkosh, Neenah, and Menasha. In time Oshkosh became one of the largest and most prosperous lumbering towns in the state, having over 45 sawmills alone.

**SOURCES:** *'Town of Menasha 1856 – 1981'* booklet  
*'The Emerging Cities' Menasha Register June 1998*

### **Where did we get our names?**

In a letter published in the November 8, 1855 edition of *Menasha Advocate*, Governor Doty, who was known for extensive knowledge of the Indian language, explains how the area's different communities and waterways received their names.

*Neenah* and *Menasha* both get their names from the Indian language. *Menasha* comes from *Menashay*, the Ho-Chunk term for "settlement on the island." *Neenah* is said to have been named when Governor Doty scooped up some water from the river and asked a Menominee Indian for the river's name. The Indian replied "Neenah", the Menominee word for water, thinking that is what he meant.

*Little Lake Butte des Morts* is actually a widening of the Fox River. It gets its name from the Fox massacre described in the beginning of this book. *Butte des Morts* is the French term for "hill of the dead."

*Winnebago* is derived from an Indian word meaning "impure, dirty or polluted waters." The Menominee word *Winnibego* expresses the meaning 'dirty water people'.

*Outagamie* refers to the band of Chippewa Indians that inhabited the area around Green Bay and east of the Fox River.

*Waushara* is name for another band of Indians inhabiting another area of the Fox River.

The Fox River derives itself from the French word *Les Reynards*, which the French called the Indians inhabiting this area. *Les Reynards* translates to English as "the fox." Originally, this river was to be called "Neenah" so as not to

confuse it with its counterpart, the Illinois Fox River. Neenah never took with the river and it continued to be referred to as 'the Fox'.

*Calumet* is a long standing Indian tradition of safety and protection. A calumet is a pipe, approximately two feet long, made of red stone and polished like marble. It is generally decorated with different colored feathers, each color representing what the pipe is intended for such as war, peace and safeguarding one's voyage.

### **Government arrives.**

In 1831, the United States Government bought 2.5 million acres of land from Indians by treaty which included the land of the town and surrounding area. In 1835, the federal government began an effort to "civilize" the Indians of this territory. Men were sent in to build a grist mill, a saw mill and a dam for water power in what is now the City of Menasha. Twenty or thirty houses, known as government block houses, were built on the mainland. A blacksmith's shop was erected and the government paid wages as much as \$800 per year to teach American methods of agriculture to the Indians. A row of these block houses once stood in the area of present day Fritse park going towards the south, along the west shore of Little Lake Butte des Morts.

The mission was generally acknowledged to be a failure. Houses had been built for the Indians to live in, but they preferred to stable their horses there or use the floorboards to erect tents. To top it off, nearly one-third of the Indians died in an epidemic of smallpox.

Once settlers had come to the area, they saw the fertility of the surrounding land and the possibilities of development. In 1840, the Territorial Legislature set Winnebago County off from Brown County. The laws of 1836 declared each County one township to be governed by a chairman and two supervisors. Winnebago County was then known as the Town of Winnebago. The area of present day Neenah and Menasha was known as Winnebago Rapids, presumably after the rushing waters of the Fox River in between Lake Winnebago and Little Lake Butte des Morts. In 1843, the population of the Town of Winnebago consisted of 143 people. An election was held to do business, with 23 people present to fill 21 offices. At this same meeting the Town Board voted to raise \$50 to cover the expense of the town for the next year. In 1844 the Town of Winnebago had grown and the population was 187.

**SOURCES: 'Town of Menasha 1856 – 1981' booklet  
Appleton Post-Crescent**

### **First settlers in Town of Menasha**

The first settler in what is now known as the Town of Menasha was James Ladd. A native of Vermont, he moved to Menasha into one of the government block houses originally intended for the Indians. In 1849 Mr. Ladd constructed a lime-kiln on his farm (west side of Little Lake Butte des Morts), from which he supplied this entire section of country with brick, made from the rich red clay and limestone found in this area. This brick was used for the construction of Lawrence University in Appleton.

Other early pioneers were Jourdanian Ladd (unknown relation), who operated a blacksmith's shop; Michael Kerwin, who helped to make the first canal improvements on the Fox River; and Philip Verbeck, an early town chairman.

### **First marriage in the Town of Menasha**

The first marriage in the Town of Menasha was celebrated on October 27, 1848, between L.S. Wheatley and Caroline Northrup, daughter of Cornelius Northrup, a pioneer in both Neenah and Menasha.

### **First death in the Town of Menasha**

The first death in the town was that of a Danish man named Jenson, who died September 5, 1846, in one of the government block houses on the west side of the lake.

### **First birth in the Town of Menasha**

The first birth was that of Delos Haight, the son of Moses Haight, who was born in the spring of 1847.

**SOURCE:** 'Town of Menasha 1856-1981' booklet

### **Town of Neenah is formed.**

In 1847, the Town of Neenah was formed by an act of the Territorial Legislature. At that time the Town of Neenah included the present day Cities of Neenah and Menasha and the Towns of Neenah, Menasha, Vinland and Clayton.

On November 9, 1847, at one of the first town meetings, a committee of three was sent to Madison to help draw up the Constitution of the State of Wisconsin. They also appointed a committee of two men to find a burial ground for the town. This committee reported back to the next town meeting in 1848 and said that the only ground they could find suitable was "across the slough past the wooded area" for \$10 per acre. They were instructed to buy four acres and build a fence around it. The land belonged to Mr. James Ladd, and he demanded a grave plot be reserved for his family. This parcel can be seen today in the northeast corner of Oak Hill Cemetery, which is claimed to be the second oldest municipal cemetery in the United States. St. Patrick's Cemetery on N. Green Bay Rd. was established not too long afterward, sometime before 1858.

**SOURCE: 'Town of Menasha 1856 – 1981' booklet**

### **Neenah-Menasha rivalry starts**

In 1849, the Towns of Clayton and Vinland were set off from the Town of Neenah by an act of legislature. The Town of Neenah now comprised the area of both present day Cities and Towns of Neenah and Menasha. Although this was supposed to be one town, a rivalry had sprung up, very naturally, between the two sides of the river. Both communities fought over the placement of a government-built canal, along with friction over roads, school funding, county board representation and polling and meeting sites. The place of holding town elections had long prior to this date been established by an act of legislature at Neenah. The Menasha area had for some time agitated the subject and claimed that the election should be held alternately in each area. These elections were held each year to approve public improvements and setting the tax rate for such improvements.

While both communities fought over which area would get these improvements, as a single taxing authority these projects could be financed at a much lower tax rate. In 1854, the Menasha area wanted improvements to the railroad system in their community, Neenah residents didn't feel a need for these projects and to avoid paying for this, they petitioned the county board for a division.

Menasha objected to this division because of a fear that the county would impose greater taxes. At the time, taxation came through the county and funds were

then disbursed to the various townships. Menasha, for years, had been raising its own fees for services and did not feel that it should be taxed twice. However, with this division, Menasha would gain equal numbers on the county board, which addressed concerns of lack of representation.

This division has carried on throughout the years, most notably in the mid-to-late 20<sup>th</sup> century, as annexations took its toll on the Town of Menasha. We will discuss that later in the book. In the early part of the 21<sup>st</sup> century, we are starting to see increased levels of cooperation among the cities and townships, ironically over what was one of the concerns 150 years ago: taxation!

**SOURCE:** *“Town of Menasha 1856 – 1981” booklet*  
*Appleton Post-Crescent*

### **Town of Menasha organizes.**

On April 3, 1855, Menasha held an organization election at the Decker house in Menasha. Cornelius Northrup was elected moderator; Elias Bates and George Fay, inspectors; and L.S. Fisher, clerk.

Town officers elected were Jeremiah Hunt, chairman; Issac Hough and Wells E. Blair, supervisors; Eldridge Smith, clerk; George W. Fay, treasurer; Charles Whipple, supt. of schools; A.K. Sperry, Samuel Neff, and Edmund Freeman, assessors; Elias Bates, Israel Naricong and George Watson; justices. W.E. Blair failed to qualify as a supervisor and the board met on May 5<sup>th</sup> and appointed Cleveland Bachleder to fill the vacancy.

The town was not pleased to be “evicted” from the Town of Neenah, and one of first orders of business seems to have been the adoption of a preamble and resolution, setting forth the illegality of the division of the Town of Neenah, and the organization of the Town of Menasha, contrary to the expressed wishes of three-fourths of the voters of the old town and of every voter of the new town, and protesting against such division.

**Whereas:**

**The Board of Supervisors of the County of Winnebago did at their last session pass an order providing for a division of the Town of Neenah and for the organization of the Town of Menasha.**

**Therefore:**

**Resolved, that said order was adopted contrary to law and in opposition to the known wishes of at least three quarters of the voters of the original Town of Neenah and to the wishes of every voter of the proposed Town of Menasha.**

**Be it Further Resolved:**

**That in organizing the Town of Menasha we do not admit the legality or the propriety of the said act of the Board of Supervisors, but submit to the act for the time being, under protest, relying on legal and proper tribunal to do us justice.**

Some kind of harmony between the two communities was restored the following year when the Town of Neenah gave the Town of Menasha the book of town records, the order book, and the desk for preserving the town papers.

**SOURCE: 'Town of Menasha 1856-1981' booklet**



# ANNUAL REPORT

## Of the Board of Supervisors, of the Town of MENASHA, for the year, ending Mar. 30 A. D. 1886.

### CONTINGENT FUND.

Cash rec'd from L. Teal, former Treasurer,	\$ 16.85
Voted by Town meeting from special fund,	250.00
Returned from road Dist. No. 6 for Monies advanced by town,	15.84
Returned from road Dist. No. 5 for do,	8.57
County Order,	10.10
	<u>\$ 295.86</u>
Outstanding Orders paid and cancelled during the year,	
Order No. 13 A. D. Page, supplies furnished to County Pauper,	\$ 10.10
" " 15 W. P. Rounds, error in Ass't. roll,	6.04
" " 16 L. Teal, time and expense to Oshkosh,	3.00
" " 17 M. J. Cresson, services as Supervisor,	4.00
" " 18 A. D. Page, serv. as Supervisor,	4.00
" " 19 P. Verbeck, serv. as Supervisor,	4.00
" " 20 T. B. Blair, services as Clerk and Postage,	7.42
" " 21 P. Gerughty, services as Election Clerk,	2.00
" " 22 Lavel Stowe, rent of office for election,	5.00
" " 23 J. N. Stone, printing blanks and report,	4.00
Orders Issued paid and cancelled by the present board,	49.56
Order No. 23 1/2 T. L. Utley, material and labor on bridge,	\$ 20.00
" " 24 Henry Sherry, bill of lumber,	3.00
" " 25 John Strange, bill of lumber,	18.87
" " 26 C. Rasmussen, money adv. on delinquent road tax,	10.27
" " 27 Fox River Sewerpipe Co., culvert pipe,	3.50
" " 28 Wildie and Gleason, stationery,	1.97
" " 29 Patrick Hayes, timber for repairs on Mud Creek bridge,	7.50
" " 30 T. L. Utley, repairing abut. of Mud Creek bridge,	16.50
" " 31 M. J. Cresson, services as Supervisor,	8.00
" " 32 S. C. Pinkerton, serv. as Supervisor,	7.00
" " 33 J. P. Lomas, serv. as Supervisor,	8.00
" " 34 Chas. Derby, services as Assessor,	30.00
" " 35 T. B. Blair, serv. as Clerk,	40.87
" " 36 J. Lienwander, error in Ass't. Roll,	4.06
" " 37 T. B. Blair, blank road warrants etc.	3.50

" " 38 T. L. Utley, mat. and labor on Mud Creek bridge,	12.50
	<u>\$ 193.23</u>
Outstanding orders paid,	49.56
	<u>242.79</u>
Cash on hand,	50.07
	<u>\$ 295.86</u>

The Board recommend that the sum of two hundred and fifty dollars (\$250.00) be voted for contingent expenses the ensuing year, said sum to be levied in the tax roll of 1886.

The Board further recommend that provision be made for the prompt payment of the old indebtedness of the town, such as the judgment and costs in the pauper suit with the city of Menasha amounting to \$74.33 and the costs (not yet taxed) in the suit recently decided with the Wisconsin Central R. R. estimated by Mr. Hooper at \$75 to \$125.

M. J. Cresson.  
J. P. Lomas.  
S. C. Pinkerton.  
Supervisors.

### ANNUAL REPORT.

of Wm. Sill, Treasurer of the town of Menasha for the year ending March 30th 1886.

#### RECEIPTS.

Cash on hand from last year,	\$2,404.30
State School Funds,	74.00
Interest on Bank Certificate,	65.77
Tax Certificates, No's 584 and 50,	26.69
Tax Roll for 1885,	2,108.12
County order,	10.10
	<u>4,688.08</u>

#### DISBURSEMENTS.

Paid Town Orders as per Voucher,	\$245.70
School Dist. Orders " " " "	839.34
Road " " " " "	67.42
Paid Co Treas. " " " "	1,223.50
Total Disbursements,	\$2,376.14
Bank Certificate,	\$1,064.10
Tax Certificates No's 584 and 50,	26.69
Cash in hand,	592.05
	<u>\$4,058.98</u>

### STATEMENT OF INDEBTEDNESS, of the TOWN OF MENASHA, March 30th 1886.

Mil. & N. R. R. Bonds — (1/2 of \$4,000)	\$1,000.00
Accrued Interest to June 1 1886,	68.00
Wis. Cen. R. R. Bonds 1/2 of \$10,000,	4,000.00
Accrued Interest to June 1 1886,	1,680.00
Total Bonded Debt,	<u>\$7,348.00</u>
JUDGMENTS.	
City of Menasha pauper suit,	\$24.33
" " " " costs in same,	3.00
Accrued Interest,	1.00
	<u>\$74.33</u>
Wis. Cen. R. R. Costs in Suit for damages Hooper's Estimate \$75 to \$125, Bill of Moses Hooper Legal services in above suit,	<u>\$300.00</u>

Annual Report of the Board of Supervisors, Town of Menasha, May 30, 1886. Town of Menasha.

### **Where does Menasha begin and Neenah end?**

Boundaries were set up by dividing Doty Island in half, present day Nicolet Blvd. This imaginary line was carried across to the west side of Little Lake Butte des Morts. The western most boundaries met up with the Town of Clayton, and the northern and eastern boundaries followed the county lines.

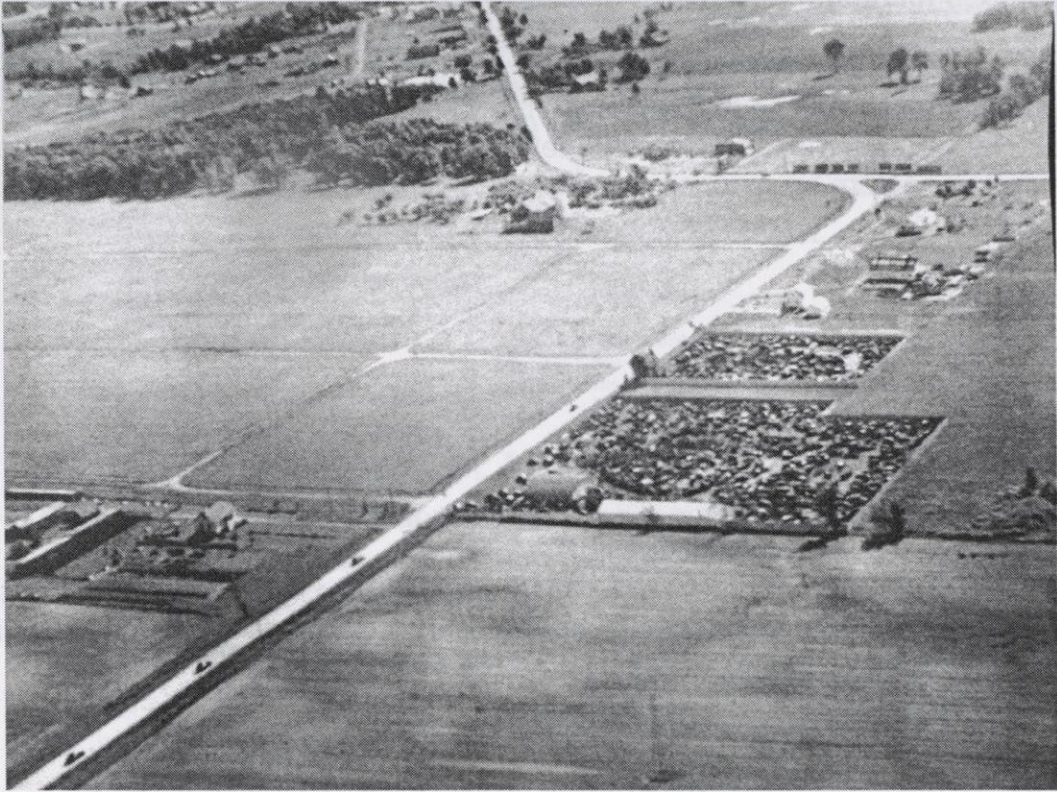
### **Transportation starts to take off**

A road was constructed out of wood planks through the Town of Menasha in the 1850s through the efforts of Captain L.B. Mackinnon. The wood planks were thought to provide a better surface for the teams of horses and wagons to travel upon. The road brought more people and traffic through the town than had been seen up to that time. This road was in the area of the present day Plank Rd., hence the name.

In 1917, the Wisconsin Legislature enacted a law creating a "numbered" system for highways and roads. This was the first such system in the world! In this same year, the State Highway Commission had 3,000 miles of numbered state trunk lines and all of the signing was erected the following year.



**1915 photograph showing Appleton Rd. near Clovis Farm, between present day Ninth St. and Airport Rd. Menasha Public Library.**



**1935 photograph showing Valley Rd. running through picture, and Memorial Dr. would be in top of photo. Jahnke's Salvage yard in center of photo. This was Highway 41 at the time. *Ronald Jahnke.***

In 1919, the most traveled road in the county, the present route of Racine St. to Valley Rd. to Memorial Dr. became part of the state trunk system of highways, designated as Highway 41, and was paved with concrete. In 1941, Highway 41 was relocated to the west side of Little Lake Butte des Morts. It is a two lane highway that replaced a smaller road. Longtime resident, Arvin Sell, recalls that some of the fill for this new highway came from the Zeh farm that was located in the area of the present highway. That road was re-built into a new four lane highway. "Super-Highway 41", as it was referred as, went from southern Winnebago County, through the Town of Menasha to DePere.

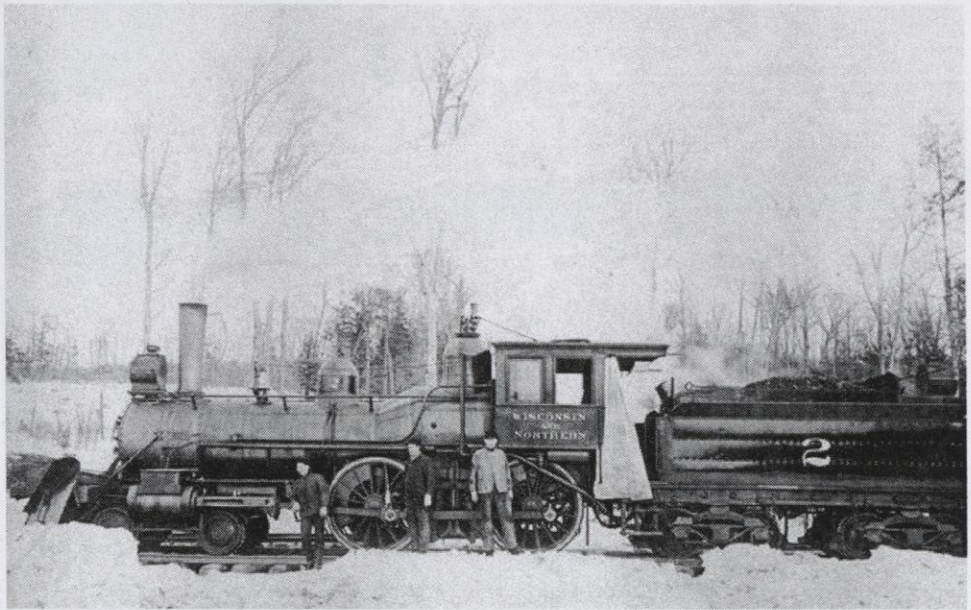
Several bridges also produced the same result. A mile-long pontoon bridge was erected across Little Lake Butte des Morts. It is uncertain of the exact date of construction. Some reports indicate it was built in 1850, some say 1853, and yet another as late as 1858. The bridge extended from near Whiting Paper Mill to County Trunk II on the west side of the lake. This bridge allowed the farmers from west of the lake to bring their logs to be sawed into lumber and their grain to be ground into flour in the mills of the Village of Menasha. The bridge was used for several years until it fell into disrepair. In 1861, a pile bridge was built which was wide enough for two wagons to pass safely, with four foot high railings, which cost \$6,365.92. The bridge was used for a number of years.



**Photo from 1955 showing the old wood pilings that remained from the wagon bridge across Little Lake Butte des Morts. *Richard Mason.***

It was rammed by a steamboat at one time, and the town had to sue the boat company for \$500 for the repair. It was said that during the 1930 Depression the piles were cut off at the ice level for firewood. Some of the piles remained into the 1960s when a man from Neenah hit one with his motor boat. At that time there were 44 piles left in a somewhat submerged condition.

Railways have long been a part of the Town of Menasha. Three railroads served Neenah-Menasha and rolled prominently through the Town of Menasha. The railroads, Chicago & Northwestern, Wisconsin Central, and Milwaukee & Northern railroad all used railway in the Town of Menasha. The Chicago & Northwestern line, built in 1861, ran alongside the western shore of Little Lake Butte des Morts, missing the more populated areas on Doty Island. The railroad used the newly constructed pontoon bridge, described earlier, in having its freight moved across the lake. Shortly thereafter, a railway bridge was constructed across Little Lake Butte des Morts. That will be discussed in greater detail, later in the book. The other railroads reached an agreement with Chicago & Northwestern to use the newly constructed railway trestle bridge to reach points west.



**Wisconsin & Northern Engine No. 2, circa 1910. Neenah Public Library.**

The Fox River Valley Inter-Urban Electric Trolley Line from Menasha to Appleton crossed the eastern, more populated, part of the township, running along the east shore of Lake Winnebago. That is also discussed at greater length later in the book.

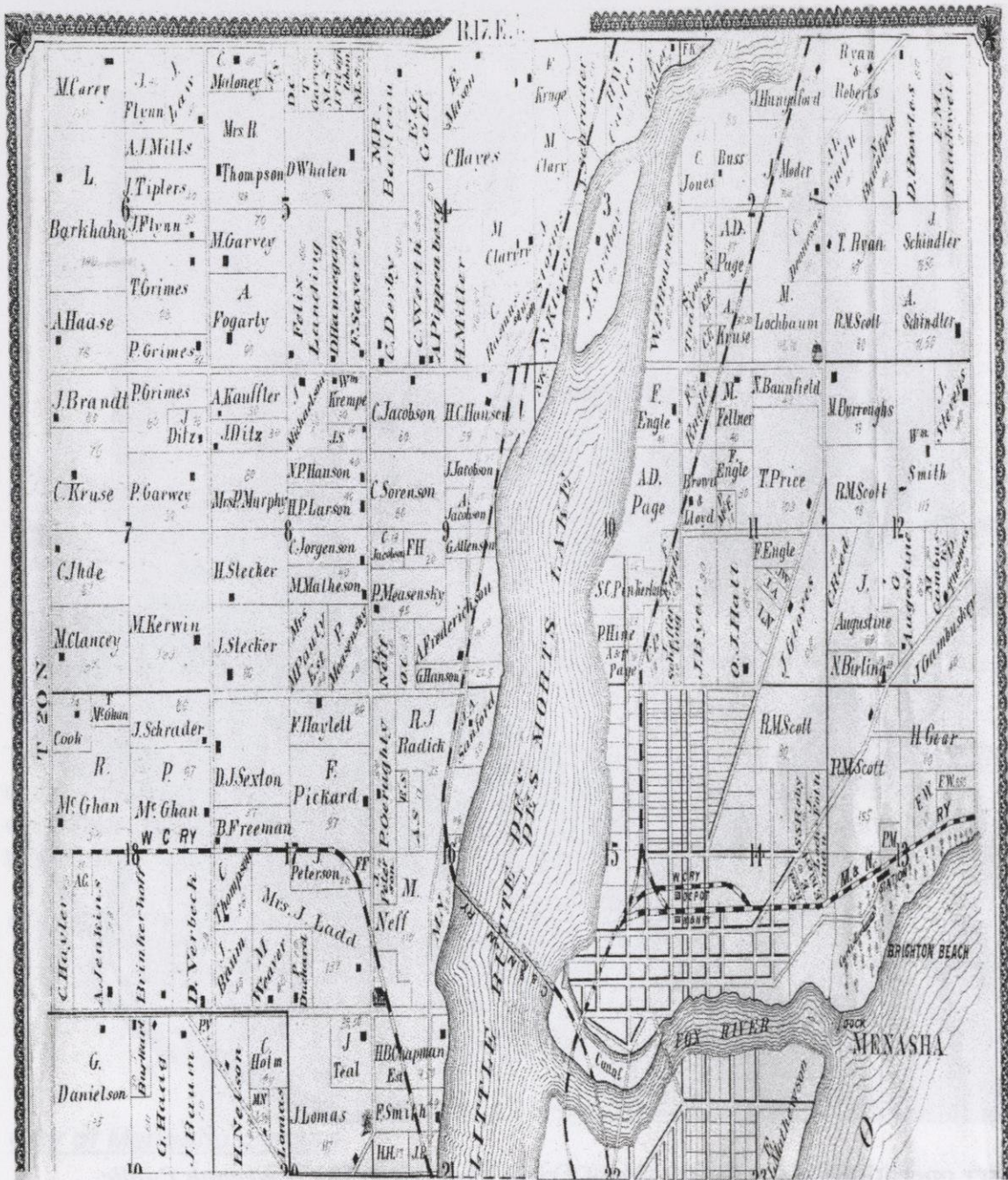
**SOURCES:** 'Town of Menasha 1856-1981' booklet  
'In this Century' book by Winnebago County  
State of Wisconsin records

### **City of Menasha created**

The more populous area of the town received its city charter in 1874. It is believed that this area of the Town of Menasha, that around the downtown, would all be incorporated as the "City of Menasha", leaving all of the rural or country area as the "Town of Menasha". It is uncertain as to exactly why a portion of Menasha incorporated as a city, but it is speculated that a "city status" would carry more political power than remaining a township.

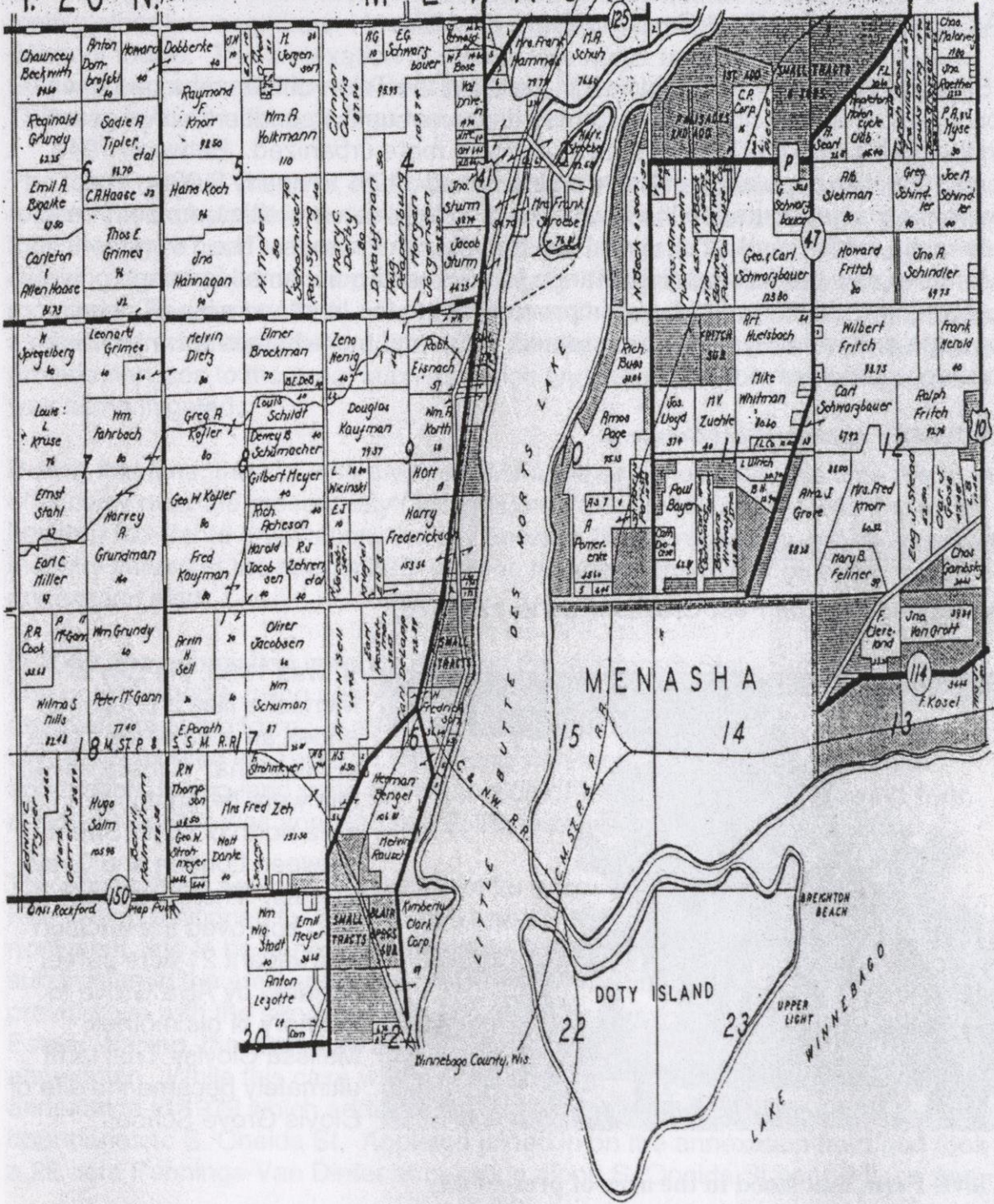


Quarry operations at the future site of Fritse Park, circa 1915. *Neenah Public Library.*



1889 plat maps from State of Wisconsin Historical Archives, depicting land owners alongside Little Lake Butte des Morts.

T. 20 N. M E N A S H A R. 11 E.



1933 plat map.



### Residents start to discover the Town of Menasha

As reported in *The Post-Crescent*, June 15, 1976.

“Since its inception in the middle 19<sup>th</sup> century, the Town of Menasha had been occupied almost exclusively by farms. It was not until a sudden spurt of growth in the 1940s that the Town began to become more urbanized. Between 1940 and 1950, the population of the town increased 142% to nearly 3,000. The increase was attributed to the town’s location between two cities, Appleton and Menasha, which made it a natural site for suburban homes. The Town of Menasha saw the forthcoming change to their once quiet small farming community and started to make improvements to the land and area. Once a sewage and water system were created, more and more homes were built and business soon arrived.”

**SOURCE:** *Appleton Post-Crescent*

### The war on annexation

As reported in *The Post-Crescent*, June 17, 1976.



“It was 1953; the City of Menasha files a petition to annex an area of the Town of Menasha. A mere seven lots were brought in from an area north of Ninth Street between London and Grove Streets. The city council also approved the addition of a vacant 21 acre parcel donated by Alva Grove in memory of his mother, Melissa Clovis. That land ultimately became the site of Clovis Grove School.

**Clovis Farm that stood in the area of present day Clovis Grove Elementary School, circa 1912.**  
*Neenah Public Library.*

For the next dozen years Menasha continued to annex town land while the town's other two neighbors, Neenah and Appleton, expanded with annexations in different towns. The annexation that created a huge 'turf war' was the 71 acre Schwarzbauer annexation which is the present day area of the UW-Fox Valley. This was by far the largest single annexation to date.

The town, up until this time, had been reluctant to step into the annexations but rose to the occasion this time. Led by Town Chairman Roland Kampo, the town took the city to court to have the annexation invalidated. This succeeded in delaying the annexation but not overturning it. This produced some bizarre moments. Residents of this area didn't know who would be collecting their taxes, as both municipalities claimed that right. Similar confusion arose over who would provide services to the area, such as police and fire protection, while the case was being litigated.

During this time, the city was preparing for another annexation, this time the area of Midway near the present day George Banta Co. In 1967, what was known to become the Banta annexation, the city became 303 acres larger and obtained an industry valued at the time of \$2.7 million. Naturally, the town contested this annexation also.

In 1969, the annexation lawsuits reached the Wisconsin State Supreme Court. The court issued a ruling upholding both annexations. The city continued with annexations of the town. In 1970, 96 acres in an area of where present day Shopko is located on Appleton Rd., along with more area behind the Banta annexation, taking land up to the south side of Valley Rd. In the following year, another 43 acres was annexed taking the area of Maplewood School.

The annexations seemed to slow down for a few years until 1978. Developer Ken Syring petitioned for an area of 51 acres of what was to be the city's far northwest side to be annexed to the city. Syring said he wanted to build a subdivision in the area and argued that the town would not be able to adequately provide him with the services he required. With a new town chairman in place, Esther Walling, the town filed a lawsuit in Winnebago County court to block the annexation. While this case was proceeding, the city took the Gambsky annexation in 1979 which added 85 acres, extending the city's eastern boundaries to S. Oneida St. Appleton joined in on the annexation front and took a 28 acre Pennings-Van Dinter annexation along S. Oneida St near Wilson Ave.

The town took both Appleton and Menasha to court and in both cases the results were the same: the town lost. The town went to the State Supreme Court again with the Syring and Gambsky, annexations and in December of 1980 those were upheld like the others."

Annexations came to an end in 1998, with border agreements being forged with the Cities of Neenah, Menasha and Appleton. The agreement with the City of Menasha states that town land north of STH 441 would be off limits to city annexation while the town would agree to not challenge city annexations south and east of the freeway as long as they meet certain criteria, key among them that “no town residents could be annexed without their consent.” Likewise, no city residents north or west of STH 441 could be detached to the town without their consent.

**SOURCES:** *Appleton Post-Crescent*  
*Town of Menasha records*

### **Growth continues in spite of annexations**

As reported in *The Post-Crescent*, June 16, 1976.

“In a typical year, the Town of Menasha was the fastest growing township in Winnebago County. Population in 1940 was 1,235; 1950 was 3,007; 1960 was 5,480; 1970 was 8,682. Because of the high population and industry, the Town of Menasha had invested in municipal services beyond the scope of most towns.

With all that growth, the Town of Menasha’s character had surely changed. It now had a population as diversified as any community. It ranged from farm communities on the rural west side who have been there for many years, to scores of young people living in apartment units in the more urban east side, to wealthy professional people living in the scenic Palisades area.

Equalized value for the entire town was just \$2.2 million in 1940 and had surpassed \$169 million in 1975. People were attracted to the town because of the historically low tax rates. During the 1950s to mid 1970s, the town was known as a “tax island.” At this time, Wisconsin’s shared tax formula was the main reason the town was able to maintain this status. The formula stated that 39% of corporate income taxes and 22% of personal income taxes were returned to the municipality of residence. Towns, unlike cities, didn’t have to pay for extensive services for residents. The only taxes assessed against property owners were for school districts and the vocational school.

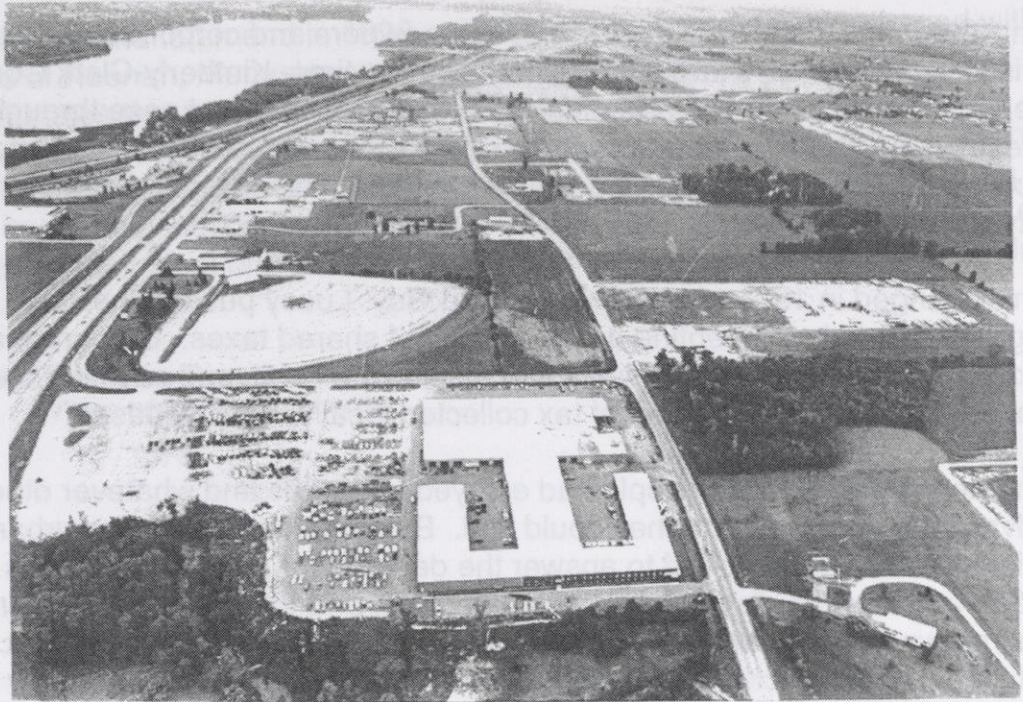
This made the town very attractive to homeowners and corporations. During this time, Wisconsin's largest corporation at the time, Kimberly-Clark Corp. headquartered in the town. Residential areas grew at a fast pace throughout the town, as homeowners reaped the rewards in taxes. In 1965, property taxes on a \$20,000 home in the town were \$260, compared to \$409 in the city.

This changed in 1971 when newly elected Gov. Lucey pushed the state legislature into implementing a new system of shared taxes. Corporate and individual income taxes now went into a statewide fund, and payments are based on population, amount of tax collected locally, and tax base."

The new breed of townspeople had enjoyed low taxes and whatever other advantages of town living they could find. But a majority were also urban-oriented, and the town had to answer the demand for adequate services. The water and sewage district utilities were formed, and the police department had grown from a part-time constable in the 1960s to include a chief, six officers and two secretaries by the mid 1970s. The town also had many employees serving part-time in capacities of the fire chief, treasurer, clerk, assessor and more during this time. This would ultimately start to increase the tax collected on residents. Historically, the Town of Menasha has maintained one of the lowest tax rates for the Fox Valley, despite turning into an urban municipality.

Since that time, the town workforce has grown tremendously and now includes 82 full-time employees, 62 part-time employees, and 43 seasonal employees, in addition to 50 paid on-call firefighters, as of 2006.

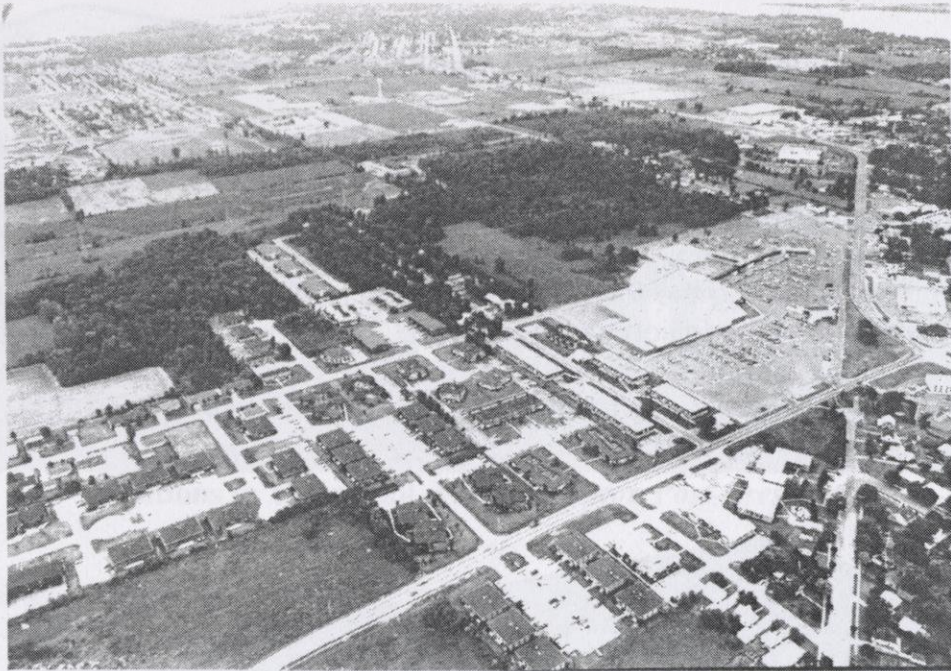
**SOURCES:** *Appleton Post-Crescent*  
Town of Menasha records



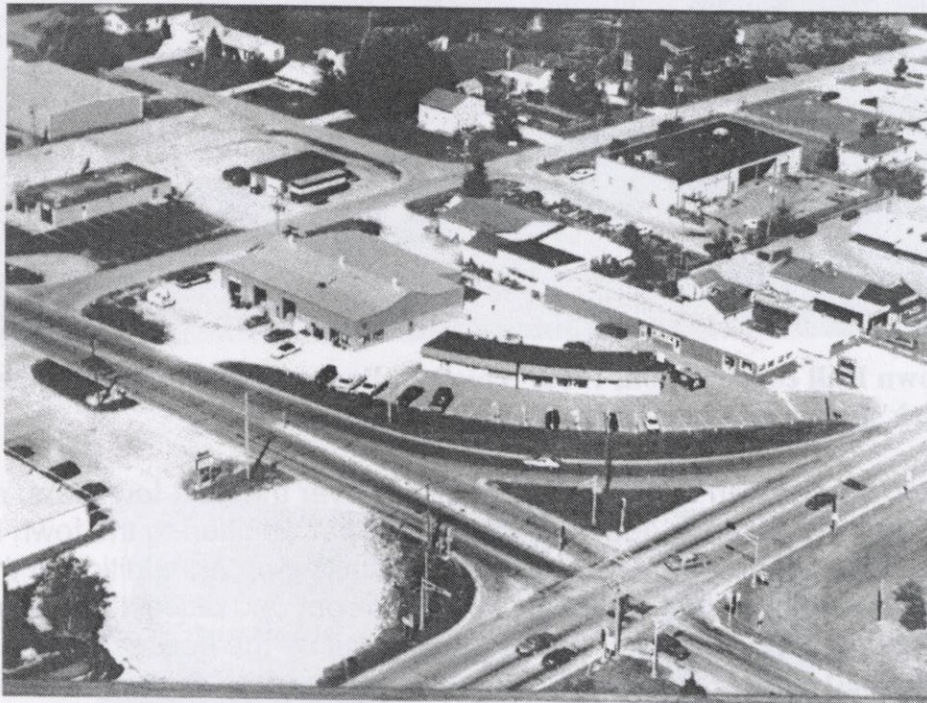
1981 photograph showing American Dr. and USH 41 looking south. Pierce Mfg. is at bottom and 41 Outdoor is next to it. Menasha Public Library.



1977 photograph showing Stroebe Island looking toward the southwest. The 441 bridge is visible in the top of the photograph. Clyde Stephenson.



**1981 photo showing the area around Valley Fair Mall. *Menasha Public Library.***

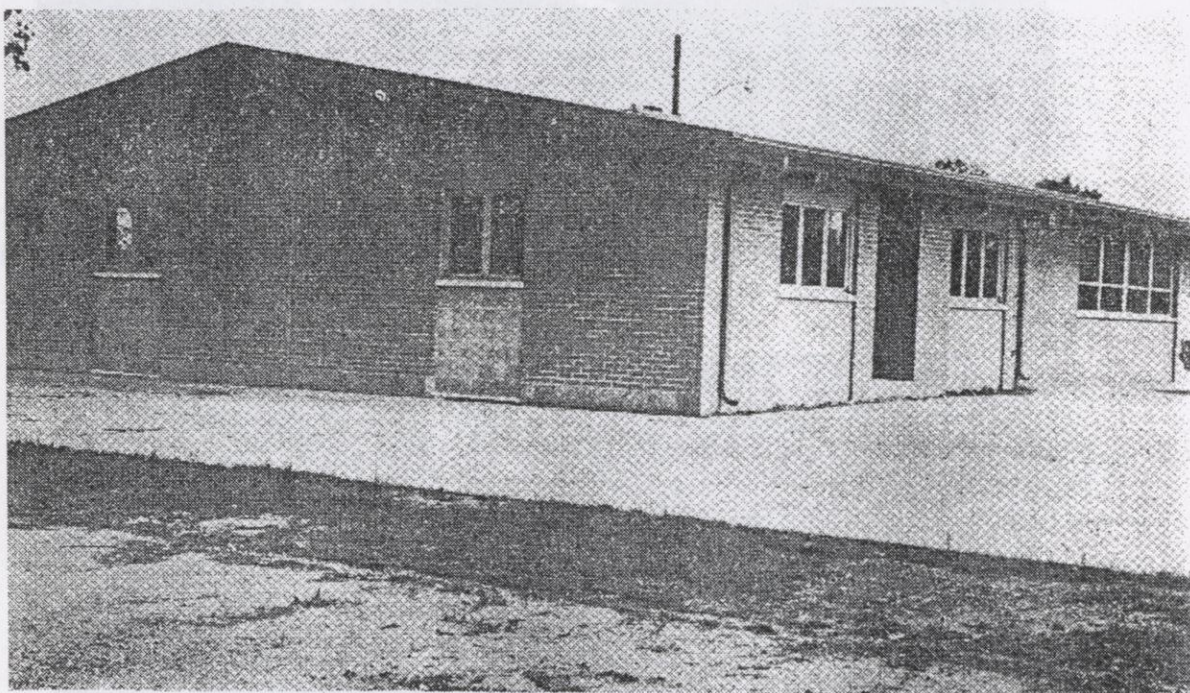


**Intersection of Valley Rd. and Memorial Dr. Fox Tire is in the center of photo. Circa 1982. *Fox Tire.***

*Town Hall, 1981. Town of Menasha.*

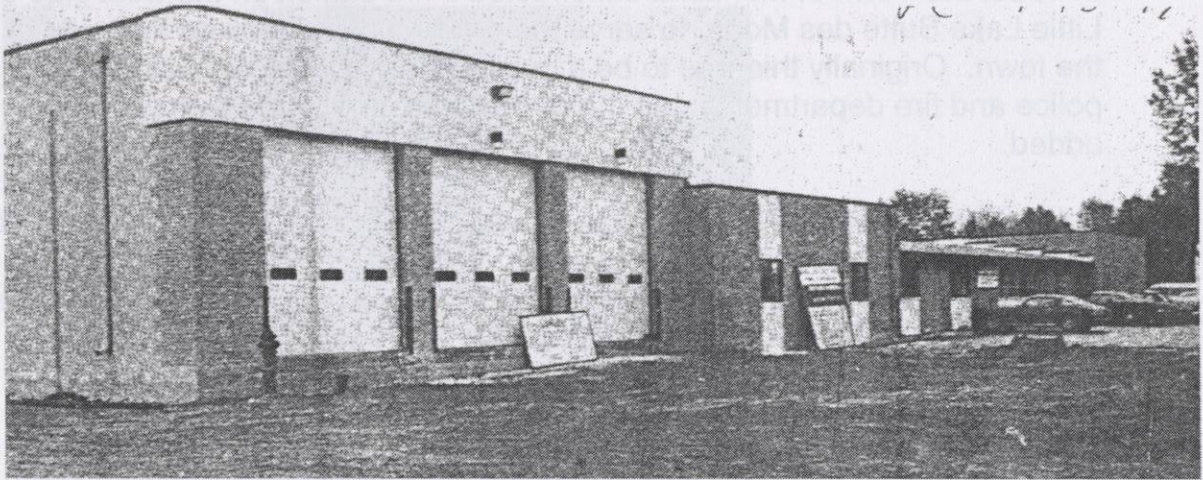
**Town facilities need to meet demands of increasing population.**

Government in the town was operating out of homes of town board members or the town clerk. In 1963, plans were made to construct a combined park shelter and town office at Palisades Park. This building would include a 50 person meeting room. Growth continued, which necessitated more employees, forcing the town to outgrow the small 40' X 40' town hall. In 1967 a 24' X 40' addition was approved. This would add four rooms, to be used as the chairman's office, clerk's office, secretary, and an extra office to be rented out for the also growing Sanitary District #4.

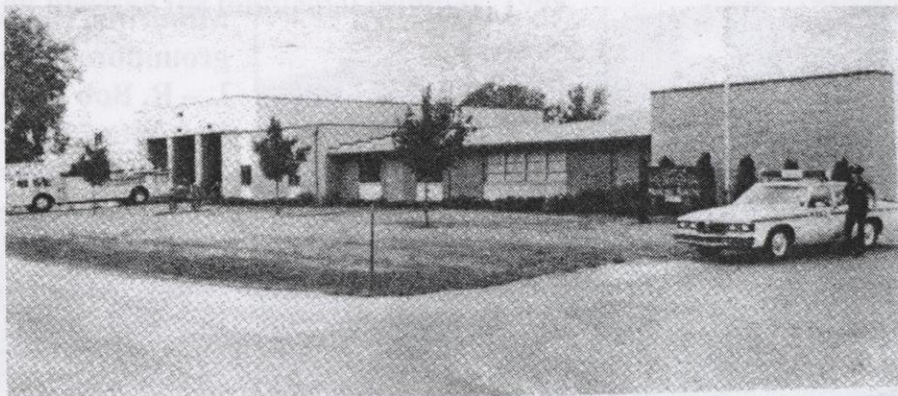


**Town Hall construction, 1968. This building originally served as the Palisades Park shelter on Valley Rd. *Appleton Post-Crescent*.**

The town's growth continued dramatically over the next ten years, reaching 10,238 in 1976, once again calling for another addition to the town hall. This time, it was to be a \$250,000 expansion, calling for an addition of the fire department, town hall chambers/meeting room and offices, and renovation of the original park shelter portion to be used by the police department to be completed in 1977. During these years, the town also constructed a small garage and offices on town property west of Little Lake Butte des Morts, for the street and park Departments.



**Additions to Town Hall, 1976. *Appleton Post-Crescent.***



**Town Hall, 1981. *Town of Menasha.***



**Town Hall, 1981. *Town of Menasha.***



In 1980, the Town of Menasha constructed a fire station on the west side of Little Lake Butte des Morts, to serve the growing population on that side of the town. Originally this was to be a public safety building, housing both police and fire departments, but the police department addition was never added.

This facility, with minor renovations, served the Town of Menasha for the next 20 years. Population continued to swell, reaching close to 16,000, and the town opted for a new, much larger facility to be constructed on the west side of Little Lake Butte des Morts in 1996. This new building would include offices for administration, police, street and park Departments. This building would receive a large addition to the street and park department area to house town vehicles and equipment.



**Municipal complex  
groundbreaking. 1995.**  
L – R, Bob Sprague  
Bob Vitas, Nancy  
McFadden, Jerry Finch,  
Jerry Jurgenson,  
and Arden Tews. *Town of  
Menasha.*



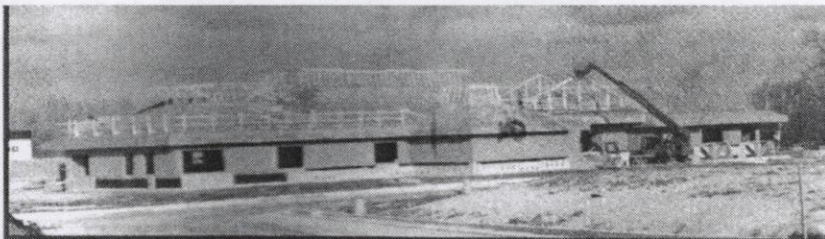
**Employees at  
groundbreaking, 1995.**  
*Town of Menasha.*



**Demolition blasting for municipal complex, 1995.**  
*Town of Menasha.*



**Municipal complex site, June 1995.** *Town of Menasha.*



**Municipal complex, November 21, 1995.** *Town of Menasha.*

The town retained the old town hall on Valley Rd. still to be utilized as an east side fire station and later renovated the former administrative and police offices to a community center in 2000.

Presently, with the population reaching 17,000, the town residents approved additions to both fire stations and community center to be completed in 2006.



**Former town hall on Valley Rd. now houses the east side fire station and a community center. *Author.***



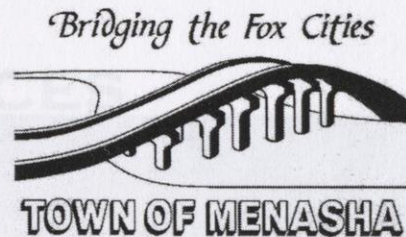
**Town of Menasha Municipal Complex, housing administrative, police, park and recreation and street departments**

**Town of Menasha Municipal Complex behind the entrance sign. *Author.***



## Town of Menasha, where is that?

Despite the town's growth into a full-fledged community, the Town of Menasha has an identity crisis. It's not that the town wants to keep a low profile, but political boundaries are so blurred, and the town is so expansive, that it's hard to have an identity. A person traveling between Appleton and Neenah or Menasha, has no idea that they travel through the Town of Menasha.



Various logos used throughout the years. *Town of Menasha.*

The identity crisis is fueled by the fact that residents send their children to three different school districts; Neenah and Menasha and a few to Appleton. The town has no post office, sharing zip codes in Appleton, Neenah and Menasha. The town also doesn't support its own library. Residents have been confused in requesting services, such as police and fire, oftentimes calling the City of Neenah or Menasha respectively.

The town has tried to address this issue several times by proposing name changes. In 1979, the issue came up in case the town was to ever become a village. At that time, the name *Bridgeview* was proposed, however it never went any further than this discussion. The town once again brought up the subject in 2002, again looking at the name *Bridgeview*. This was defeated in a referendum.

**SOURCES:** *Appleton Post-Crescent*  
Town of Menasha records

**Where do we go from here?**

Growth continues in the town to this day. In the late 1990s, the town developed an area on the west side of Little Lake Butte des Morts referred to as "Gateway." This area is to be a mix of single family residential homes, multi-family apartments and a retail/business area. The residential area has grown tremendously in the past ten years, with the retail/business area starting to grow presently. The town has also seen major corporations move their headquarters and office complexes here such as Miron Construction, SCA Tissue and McMahon and Associates. Commercial and retail developments are also starting to take hold on the west side of the Town of Menasha.



**New subdivisions "creeping" towards old farmsteads on the west side. *Author.***

## FIRE DEPARTMENT

*As submitted by Mark Hesselman and Rob Glaser*

The Town of Menasha Fire Department originated with a proposal for organization of a volunteer fire department in April of 1938 at the annual town meetings of the Town of Neenah and Town of Menasha. Approval was given by the citizens of both towns, and the Neenah-Menasha Rural Fire Company was formed. Both townships worked together to supply manpower and funding to protect their citizens. Prior to this time, rural fires in the towns were handled by contracting with the cities of Neenah, Menasha and Appleton fire departments on a per min fee basis.

## **TOWN SERVICES**

***SERVING THE CITIZENS THROUGH HONOR AND  
PROFESSIONALISM.....***

*Town of Menasha Rural Fire Dept. tanker truck, circa 1938.  
Robert Muchlenstein.*

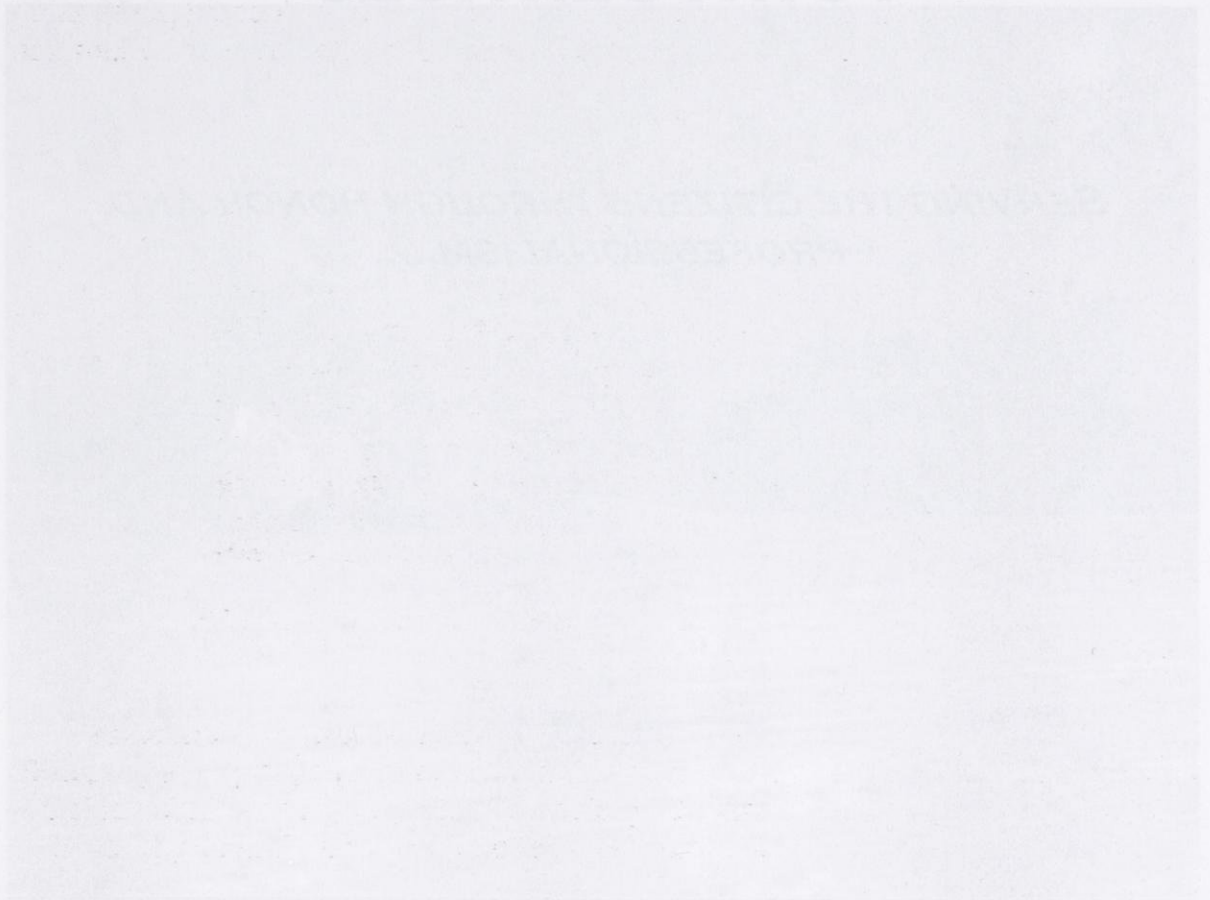
The next major step toward better fire protection was the Town of Menasha's purchase of a 1947 International tanker with a midship mount pump, carrying 800 gallons of water and able to pump 500 gallons of water per minute. This vehicle was housed at the Town of Menasha West Station on County Trunk Highway U, currently East Shady Lane.

The 1950s saw the addition of services and equipment. In 1951, Town of Neenah Fire Chief John Huebner contracted for housing the truck and providing 24hr/7 days a week service, thus making for a faster and more efficient response to fire calls. In 1955, the original 1938 truck was traded in for a GMC tanker, which was purchased jointly by the two townships. The carrying capacity of the tanker was 1,000 gallons with a pumping capacity of 750 gallons of water per minute. The first radio base station system was installed in 1957. Later that

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## TOWN SERVICES



New subdivisions "creeping" toward old farmsteads on the west side. Asher.

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**Town of Menasha Rural Fire Dept. tanker truck, circa 1950.**  
*Robert Muchlenbein.*

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system was upgraded with a second base station providing "instant" communications for the Town of Menasha fire fighters. Over the next few years portable radios were purchased and placed into service with three strategically located Town of Neenah fire fighters to provide an excellent supplementary support to the telephone system for the townships. The telephone calling tree system worked on the basis that one firefighter and/or their spouse would get a phone call and then call three to four other fire fighters homes who in turn would then call three to four others until the entire department was activated.



**Mouse Trap tavern fire June 18, 1968. Town of Menasha Fire Dept.**

During the 1960s, both townships conducted equipment upgrades for the joint fire department. A 1963 Mack pumper which carried 800 gallons of water with a pumping capacity of 750 gallons of water per minute via a side mount pump was purchased as the third vehicle for the fire department by the Town of Menasha. It was powered by a 6-cylinder gas engine with a 5

speed manual transmission. This vehicle was housed at the East Station in the Town of Menasha on Highway 47, in the Lynch plat by Town of Menasha Chief Harold Aykens (currently called Memorial Florist on Highway 47/Memorial Dr.). Six years later the Town of Neenah purchased the fourth truck, a 1969 Ford heavy-duty tanker fitted by Central Fire Truck Company of St. Louis, Mo. carrying 1,000 gallons of water with a pumping capacity of 1,000 gallons per minute from a high-pressure midship mount pump. This truck was housed at the Green Bay Road station. The vehicle was picked up in St. Louis, Mo. by five firefighters and was driven back as a part of indoctrination and training.

During the 1970s, considerable growth within the town allowed for the purchase of more equipment, the construction of fire stations and additional staffing. With industry and commercial establishments expanding in the Town of Menasha, the Town found it advisable in 1972 to purchase two engines, each with an Oshkosh truck chassis outfitted by Pierce Manufacturing. The "twin" pumpers carried 750 gallons of water and had a pumping capacity of 1,000 gallons per minute, using a three-stage high pressure midship mounted pump. One was housed at the Highway 47 station, the other at the West Station built in the early 1970's on East Shady Lane which was also used as a water utility building. In 1975, the Roland Kampo Bridge, "The Polish Connection", was completed, connecting the east and west sides of the Town of Menasha which shortened response times drastically. Prior to this firefighters and vehicles had to go around Little Lake Buttes des Morts on Prospect Rd. to the north, or the southern route going through the cities of Neenah and Menasha.



**Valley Bakers fire July 12, 1972**  
*Town of Menasha Fire Dept.*



**Infamous Horse Feather tavern fire  
on Stroebe's Island. Town of  
Menasha Fire Dept.**



**Red Ox supper club on American Dr. fire, June 13, 1995.**  
*Town of Menasha Fire Dept.*

In 1977, the Town of Menasha built a municipal town hall complex to house both the police and fire department stations and town administration offices at 1000 Valley Rd. Fire Station #1 (now designated as Station #41) at 1000 Valley Rd. had two engines, which were relocated from the building in the Lynch plat in the Town of Menasha. In 1979, a military surplus Dodge Power Wagon was put into service. Department members outfitted the Dodge with a portable air cascade system, enabling air bottles to be filled on scene for the self-contained breathing apparatus (SCBA) that the firefighters wear into fires. This vehicle was one of the first in the area to be able to respond to any local fire department for mutual aid air support. By 1979, the Town of Menasha began changing with the hiring of its first full-time fire inspector. This position was needed to comply with Wisconsin State Statute requiring the inspection of all new developments in industrial, commercial, and manufacturing buildings occurring on the west side of the Town of Menasha.

Over the next twenty-six years (1980-2006) the Town of Menasha Fire Department expanded to meet the town's growth with equipment and services. The 1980s witnessed tremendous change within the joint fire department and significant leaps forward for the Town of Menasha. These leaps occurred in the form of equipment, services and staffing for the Town of Menasha Fire Department. In 1980, the Town of Neenah-Menasha Fire Department officially separated. This was due to the disproportionate responses between the Town of Menasha and Town of Neenah in fire incidents. Mutual aid agreements are still in place between the two departments to meet staffing needs at larger fire incidents.



In 1980, the Town of Menasha purchased a 100 ft. Seagrave Rear Admiral Ladder truck in "lime-green" housed at Station #1. This color selection ushered in a change from the traditional "fire engine red" to lime-green to add better visibility and safety to firefighters when operating on roadways.

**1980 Seagrave ladder truck, first truck to be in new lime green color. This photo was taken after the truck was sold in 1996.**  
*Town of Menasha Fire Dept.*

By the end of 1980, the Town of Menasha Fire Department had reorganized itself to have one main fire station: Station #1 (now Station #41) at 1000 Valley Rd. and a west satellite station (West Station) on East Shady Lane in the water utility building. One engine was located at the West Station, and two engines, one ladder truck and one Air Cascade unit was housed at Station #1.



**Both photos show some of the Town of Menasha Fire Department apparatus, circa 1988. *Town of Menasha Fire Dept.***

In 1982, the Town of Menasha built a new Fire Station #2 (now Station #40) at 1326 Cold Spring Road to replace the West Station. Both stations were staffed with paid-on-call firefighters, equipped and supported equally with dual response (both stations) to all fire emergency incidents in the Town of Menasha. In 1986, a new engine was purchased: a Pierce Arrow with 750 gallons of water and a pumping capacity of 1,250 gallons per minute. This vehicle was equipped with the first prototype pressure governor from Pierce, allowing the driver/operator to maintain a steady pump discharge pressure by controlling engine speed or hold a selected engine RPM when pumping water. Prior to this the pump and engine had to be adjusted manually when hose lines were opened or shut down. Also in 1986, a 16 ft. Lund Alumacraft boat was purchased jointly with the police department to support water rescue on Little Lake Buttes des Morts.

The hiring of a second full-time employee of the Town of Menasha Fire Department occurred in 1987, with the first full-time Fire Chief Gregg Cleveland. Since 1938 there have been nine chiefs – Roy Benedict, Albert Rickaby, Andy Forster, Harold Aykens, John Huebner, Clarence Sturm, David McFadden, Gregg Cleveland, Don Cox and currently Keith Kiesow. By 1987, firefighters were compensated for their services related to incident response and training. The department was now classified as a “combination” fire department with 50 paid-on-call firefighters which staff each fire station equally. There was an established county-wide mutual aid agreement as well as agreements with neighboring fire departments in adjacent counties. In 1988, the first full-time administrative assistant was hired. The administrative assistant title and job

description was changed in 1999 to add public educator and again in 2004 to public fire and life safety educator/fire department associate due to the recognized need to increase the focus of public education within the community. In 1989, the fire department replaced the Dodge Power Wagon with a Chevrolet one-ton box van that carried the air cascade system and fire investigation equipment.

The 1990s did not see as much change as the previous decade but equipment improvements and services were expanded. Two more engines were purchased to replace the 1972 Oshkosh pumpers. Each carried 750 gallons of water with a pumping capacity of 1,250 gallons per minute. Both new engines came from Pierce Manufacturing, a 1990 Arrow and a 1993 Dash. The Seagrave ladder truck was replaced with a 1996 Pierce Lance 100 ft. platform ladder truck. A new engine was purchased in 1999 a Pierce Saber engine carrying 750 gallons of water and pumping 1,250 gallons of water per minute, replacing the 1963 Mack. The Pierce Saber was the first to have a 30 gallon-on-board foam system capable of flowing three hand lines simultaneously with foam. Prior to this only one hand line could flow foam from an external mounted foam inductor.



**Firefighters posing for a group shot in April 1994 at a practice burn. *Town of Menasha Fire Dept.***

In 1994, firefighters started a local Exit Drills In The Home program (E.D.I.T.H.). The focus of this program is to assist families in developing and practicing escape plans as well as conduct a brief home inspection to identify and recommend corrective actions to typical home hazards. In 1996, the Life Safety House was jointly purchased with the cities of Neenah, Menasha and Town of Neenah. The 32 foot Life Safety House is a mobile classroom used by fire department personnel to demonstrate fire safety and home escape techniques. In 1997, the fire department began responding to first responder (EMS) calls, and has been averaging over 500 calls of service per year. The fire department continued to expand services in 1998, with a rope rescue team, extrication capabilities, and hazardous materials-first responder level response. Also in 1998, the accreditation project was started, coordinated through the International Fire Chiefs Association. The purpose of this project was to formally evaluate the department in respect to meeting the needs and expectations of the community. It began with a very comprehensive self-study analysis and documentation of existing practices and procedures.



**Various patch designs worn by the Fire Department over the years. *Author.***

The new century started a new chapter in the history of the Town of Menasha Fire Department in being able to demonstrate the quality of services and equipment to the citizens of the Town of Menasha. Included in this new chapter are staffing changes, equipment and services to the public and area fire departments. In 2000, history was made when the Town of Menasha Fire Department became the first fire department in the State of Wisconsin to become accredited through the Commission on Fire Accreditation International. Also, the fire department hired a deputy chief/fire marshal and its first full-time firefighter to assist with the community's growing demand for services and inspections along with the need for the department to develop pre-plans and provide additional public education opportunities. In the fall of 2000, the Town of Menasha Fire Department started an Explorers Unit to allow high school students interested in firefighting the opportunity to learn more about the occupation.

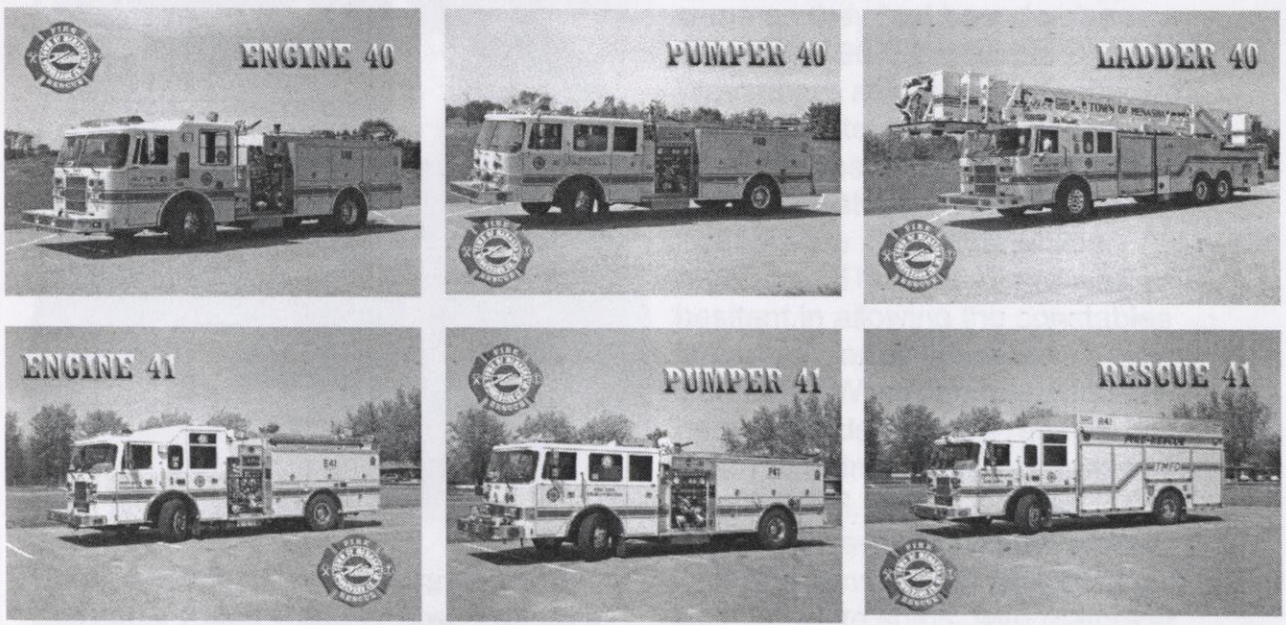
In 2001, the fire department received from the Federal Emergency Management Agency a Firefighter Assistance Grant in the amount of \$10,000 that was used to upgrade training equipment. Additionally, the Town of Menasha Board of Supervisors changed the status of the paid-on-call personnel to part-time employees because of the increasing work demand. In 2002, the department continued to purchase additional extrication equipment to enhance and expand their vehicle rescue capabilities. The Winnebago County Communication Center completed an upgrade of the Computer Aided Dispatch (CAD) system in 2003. This upgrade required the replacement of the Mobile Data Terminals (MDT's) with Mobile Data Computers (MDC's) on all apparatus. A Pierce Saber medium duty rescue was purchased in 2004 replacing the 1989 Chevrolet van. This allowed for more equipment, a larger air cascade system and a complement of vehicle extrication equipment to be carried. In addition, the department developed a comprehensive set of standard operating guidelines for Rapid Intervention Team operations and began assigning crews to this function on emergency scenes. Furthermore, the department began to offer child safety seat checks as a service to the community and expanded its training program to offer firefighter survival skills and Rapid Intervention Team (RIT) operations to surrounding fire departments.

2005 was a busy year for the fire department in call response and administration. Preparations for the re-accreditation in 2005 were made and coordinated through the Commission on Fire Accreditation International. The purpose of this project was to formally re-evaluate the department to ensure they were continuing to meeting the needs and expectations of the community. A very comprehensive analysis of the self-study and supporting documentation along with evaluating the existing practices and procedures of the department was conducted to ensure authenticity. At the 2006 spring conference for the Commission on Fire Accreditation International, the Town of Menasha Fire Department was accredited once more, allowing the department to remain as one of the 114 fire departments in the United States internationally accredited.

In 2005, a new engine was researched by department members and put in writing, the specifications for a 2006 Pierce Enforcer engine carrying 750 gallons of water and pumping 1,250 gallons a minute, replacing the 1986 Pierce Arrow. This engine will also have a pre-plumbed foam system capable of supporting three hand lines and will carry vehicle extrication equipment. Also, a grant was received from the Department of Homeland Security F.I.R.E. Act Grant in the sum of \$172,914 in order to purchase thirty-four new self contained breathing apparatus packs and four rapid intervention air packs. Plans for renovating both stations were made and approved by the town board late in 2005 allowing for the expansion of fire department office space, storage, locker rooms, exercise room and future sleeping areas.

The next two historical points for the fire department happens in the fall of 2005 and spring of 2006. The first automatic mutual aid pack was made in the Fox Valley. This was made between the Town of Grand Chute and the Town of Menasha in providing resources and personnel to pre-selected call types within a set area. The spring of 2006 saw the hiring of a full-time division chief of training. This person will conduct, coordinate, develop and maintain the goals of the department, thus providing the stringent training and certification requirements for all personnel that were instituted to maintain an effective workforce that parallels or exceeds most full-time fire departments.

The Town of Menasha Fire Department has served its citizens well since 1938 by providing an expanding variety of services. Over the last 68 years, the fire department has undergone some tremendous changes to maintain the satisfaction and needs of its citizens. The Town of Menasha Fire Department will continue to strive toward providing the best possible service to support the Town of Menasha and the Fox Cities high quality of living, stable economy and its future growth and development.



**Town of Menasha fire apparatus, 2006. Town of Menasha Fire Dept.**





## POLICE DEPARTMENT

Historically, law enforcement services were provided to the Town of Menasha by the Winnebago County Sheriff's Department. The town did have a constable who was elected every two years by the residents. The constable's office was designed to serve a rural population of a few hundred people. The duties of the constable, set forth in the Wisconsin State Statutes, included enforcing town ordinances and removing loose cattle, sheep, horses or other animals from town roadways. For many years that was the extent of the constable's duties.



**Constable Robert Weyenberg and Deputy Constable Ralph Gunther pose with their New "Eisenhower" jackets and uniforms, 1968. Bob Weyenberg.**

In 1965, Robert Weyenberg defeated John Hesselman in the spring election to become the new constable. This position was part-time and paid \$2.50 per hour. The duties of the constable remained the same as they had been for many years. In 1967, Constable Weyenberg asked for and received permission to purchase weapons and uniforms for himself and the deputy constable. The weapons issued were .38 caliber police revolvers. The town board was hesitant in allowing the constables to carry firearms however, Constable Weyenberg stated that he and his deputy had received firearms training when they served with the U.S. Marine Corps.

Uniforms were also issued at the time and consisted of "Eisenhower" jackets, white shirts, with matching trousers.

In 1969, the town board authorized the purchase of the first patrol car, a 1969 green Dodge, equipped with door decals and a single red revolving light on the roof. Up until this time, constables responded to calls in their personal vehicles. The vehicle was equipped with "radar" allowing the constable to enforce speeding violations. This same year, the town board created a municipal court to handle violations of town ordinances.

Lee Schaefer was named judge and served in that capacity, with the exception of one term, until his retirement in 1997. In that year, Len Kachinsky was elected and has served in that capacity ever since.

In 1970, citing the need for increased police protection the town board changed the elected position of constable to that of an appointed superintendent of police. This was still a part-time position and Robert Weyenberg retained that position. State statutes, at the time, allowed townships to appoint three officers and a "night watchman" to serve under the superintendent.



**Chief Weyenberg and Judge Schaefer, 1970.**  
*Oshkosh Northwestern.*

On January 1, 1972, the Town of Menasha Police Department became full-time when Superintendent Weyenberg was named the first chief of police. This was the only full-time position in the department, and Chief Weyenberg had four part-time officers serving underneath him. With this staffing level the town was able to provide 24-hour coverage. In 1974 the town board authorized the hiring of four full-time officers, bringing the department to five full-time officers and two part-time officers. This was the same year that the Fox Valley Technical College started specialized training for police officers. The recruit academy was six weeks long and all new officers for the town were required to complete the training. Salaries, at the time, ranged from \$9,300 for sergeants and \$8,500 for officers.

In October 1975, the Town of Menasha hired Gerald Blum, a patrol officer from Wauwatosa, as chief of police. At the time, the department was functioning out of a one-room office at the town hall located at 1000 Valley Rd. This room contained a desk for the chief, one for the secretary, and a table for the officers. In 1977 the town received a grant to create a position of juvenile officer. This position dealt with the increasing number of juvenile complaints. The police department was increased shortly after this with an addition of a walk-in lobby, supervisor's office, briefing room and detective office.

On July 2, 1979, William Weiss, a sergeant from Washington County, was named the third police chief. At the time, the Town of Menasha had 12 full-time officers and 2 civilian employees. In January 1980, the department discontinued the practice of having officers handwrite all reports. Officers were given tape recorders to dictate reports to be typed later by the civilian staff. Also in this year, the department formed a detective squad with the assignment of Lee Diehl and Bud Sokoloski as detectives. Up until this time, the sheriff's department handled the investigation of all major crimes within the town.

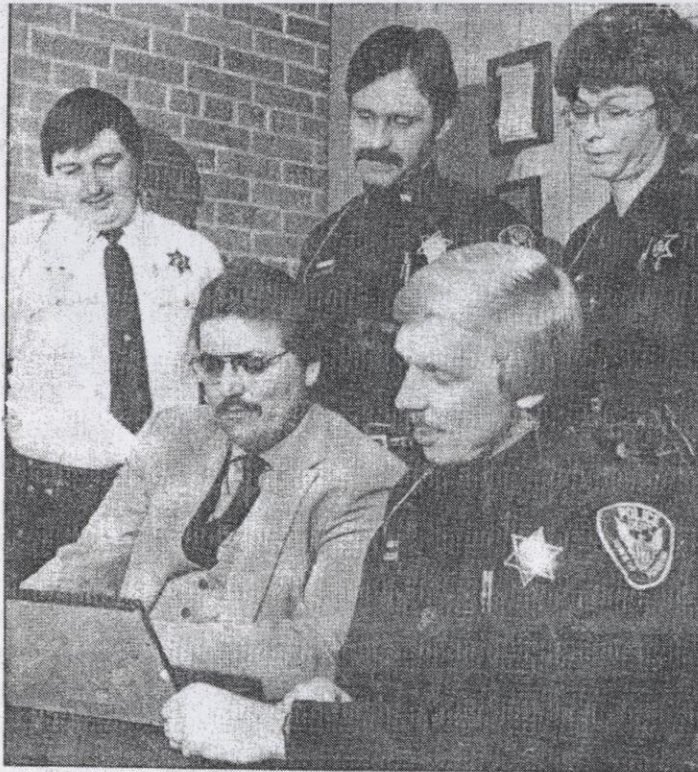


Various patch designs worn by the police department over the years. *Author.*



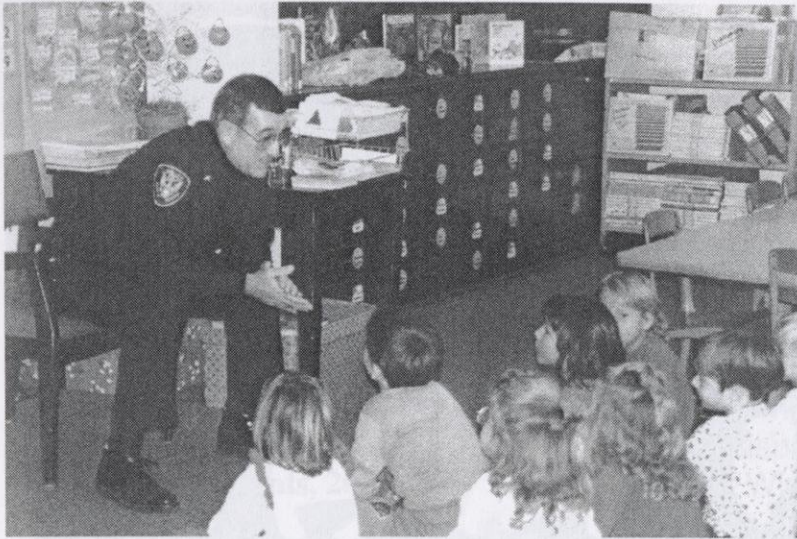
Car accident at Oneida St. and Midway Rd., Sept. 20, 1982. *Oshkosh Northwestern.*

With the inception of 911 and Computer Aided Dispatching (CAD) in October 1980, officers were now dispatched by the Winnebago County Sheriff's Department through their "north end" dispatch center located in the new City of Menasha Public Safety Building. The cities of Neenah, Menasha, and the Town of Menasha were assigned the same frequency, and the level of police services increased dramatically through mutual cooperation and positive working relationships between the three communities.

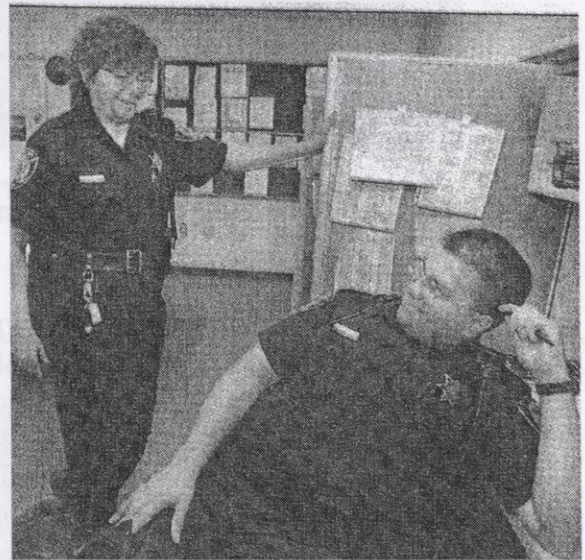


**From left to right; Dennis Perschbacher, Doug Jahsman, Randy Diedrich, Scott Glasel, and Diane Laux. 1984.**  
*Appleton Post-Crescent.*

In 1980, the department applied for and received a joint grant with the Outagamie Sheriff's department to develop a policy manual. At the time officers followed a 'loose' set of rules, regulations, and past practices. On February 14, 1982, the original policy manual was adopted by the town board. Training and hiring was also improved during this time. The department began using assessment centers in hiring practices and also implemented a Field Training Officer (FTO) program for new officers. In-house training was also developed with the assignment of a firearms instructor.



**Chief William Weiss  
speaking with  
kindergartners, 1993.  
*Author.***



**Diane Laux and Jason Weber, 2000. *Author.***



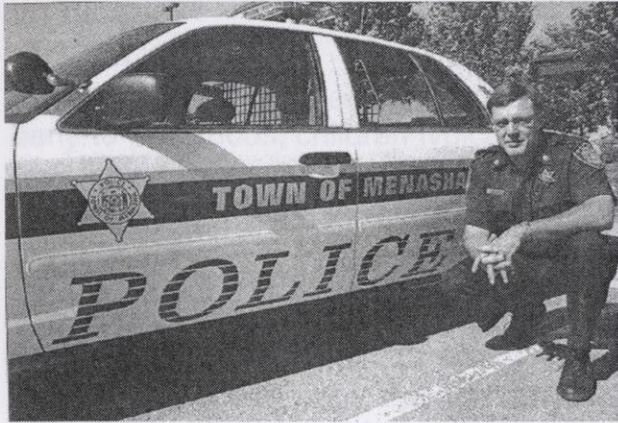
**Officers at accident scene, 2002.  
*Author.***



**Town of Menasha Police Department, 1989. *Town of Menasha Police Department.***

The next few years brought along increased cooperation of adjoining agencies with the formation of the Metropolitan Enforcement Group (MEG), a multi-county drug task force and the mutual aid agreement with the City of Appleton for the use of their SWAT unit. In the 1990s, communications were improved again with Enhanced 911 (E-911), the Winnebago County Police Records Management System and the purchase of Mobile Data Terminals (MDT) for each squad car. These MDT's were installed in police and fire vehicles throughout Winnebago County and linked these vehicles to the dispatch center. This allowed calls for service to be 'sent' to the MDT's rather than go over the radio frequency. This project was one of the first in the state and one of a few in the country where police and fire units were linked on the same system.

On November 19, 1994, the Town of Menasha Police Department was formally accredited by the Commission on Accreditation for Law Enforcement Agencies (CALEA). At the time, the town was one of only five agencies in Wisconsin to achieve accreditation. In 1996, the town built a new municipal complex on the west side, and the police department moved its facilities to that location. This move took the department from a building with approximately 1,800 square feet to a facility with just over 10,000 square feet.



**Chief Rod McCants, 2002.**  
*The Post-Crescent.*

On August 1, 2002, Rod McCants, formerly a lieutenant in Galesburg, IL, was promoted to chief from deputy chief, a position he held since November 1997. Since that time the town police department has seen many changes.

Communications once again changed with the implementation of FoxComm, a records management and dispatching system combining all of Winnebago, Outagamie, and Brown Counties.

This system is the first of its kind in the United States. Cooperation has also increased greatly between all the police departments in the Fox Valley, with the sharing of information and resources.

The Town of Menasha Police Department presently employs 26 officers and 7 civilians.



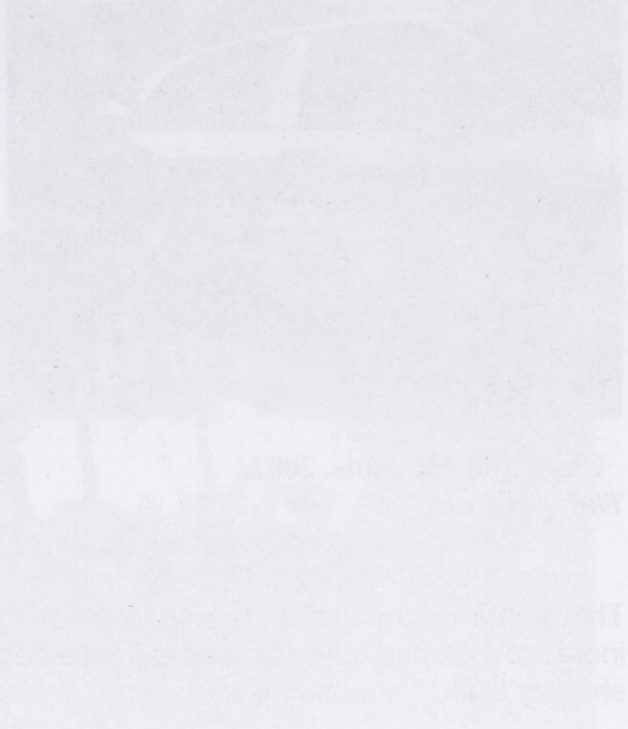
**Town of Menasha Police squad car, 2005. Author.**



On August 1, 2002, Rob McCanta, formerly a lieutenant in Galesburg, Ill., was promoted to chief from deputy chief, a position he held since November 1997. Since that time the town police department...

McCanta's previous background includes 10 years of law enforcement experience, including 5 years as a sergeant and 5 years as a lieutenant. He is a graduate of the Illinois Police Academy and has completed various training courses.

The town of Mansfield Police Department presently employs 26 officers and 7 civilian employees. The department is currently in the process of...



The town of Mansfield is currently in the process of upgrading its law enforcement equipment and facilities. This includes the purchase of new patrol cars, the installation of a new dispatch system, and the renovation of the police station. The town is also seeking to improve its training programs and community outreach efforts.

On November 1, 2003, the town of Mansfield Police Department was accredited by the International Association of Chiefs of Police (IACP). This accreditation is a significant achievement that demonstrates the department's commitment to high standards of law enforcement.

The town of Mansfield Police Department is currently in the process of upgrading its law enforcement equipment and facilities. This includes the purchase of new patrol cars, the installation of a new dispatch system, and the renovation of the police station. The town is also seeking to improve its training programs and community outreach efforts.

## SCHOOLS

Education has played an important role in society for hundreds of years. In the early-to-mid 1800s, children typically worked in factories and attended school only during the winter months, if at all. It was reported, that in 1875 only half of the school age students in Neenah were enrolled in schools.

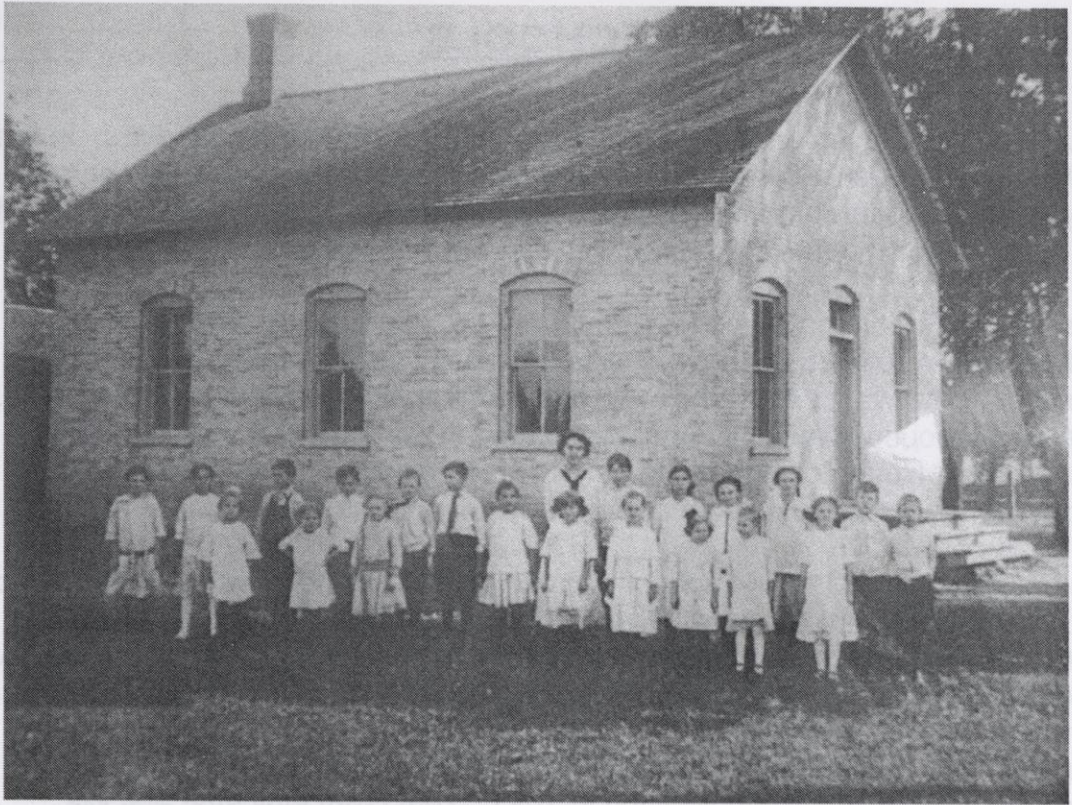
The Town of Menasha was considered very rural or "country land" at the time, and children who lived on the east side attended schools located in the City of Menasha. The west side of the town had three small one room school houses. The school houses were: Springroad, located in the area of the present day school; River Road, located at the corner of E. Shady Ln. and USH 41; and Happy Hour, located just south of E. Shady Ln. on Irish Rd.

It is uncertain when the first school was constructed in the Town of Menasha, but the research has indicated that River Road school dates back to the 1860's. Historical accounts of Springroad School describe Indians looking in the school windows and scaring the children with war whoops.

The *Twin City News-Record* had interviewed a former River Road school teacher, Jessie Fredrickson Wallace in 1981. That story indicates that Ms. Wallace taught at River Road School from 1916 to 1919, when she was only 18 years old and fresh out of Oshkosh Normal School:

"That first year at River Road she had 36 pupils, ages 5-17, in all eight grades to contend with and soon found out that there wasn't enough hours in the day to cover every subject in every grade. She was able to make due and make sure that the children were able to pass a test administered by the county superintendent of schools at the end of eighth grade. Passing the exam entitled the students to move on to the ninth grade, but few in the Town of Menasha did in those days. Most were from farm families who needed them home to help with the chores.

Ms. Wallace's salary was \$40 a month and along with her teaching duties, she had to start a fire each morning in the school's wood stove. The older boys carried in each day's supply of wood and a pail of drinking water from the school yard well. There was no telephone, no storm windows and no indoor toilet. The school room was lit by kerosene lamps in wall brackets. Everyone brought their own lunch and when it was cold, they thawed their food on the metal jacket around the stove."



Springroad School, circa 1910. *Springroad School.*

**PUBLIC SCHOOLS  
WINNEBAGO COUNTY**

Report of Jerome Penning

Date of Birth: Month Oct Day 12 Year 1927

Grade 8 Year 19 41 - 19 42

School River Road

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**TO THE PARENT OR GUARDIAN**

This report will be filled out and sent to you for inspection each six weeks. You are requested to examine it carefully. Kindly return it once.

Regularity and promptness in attendance are essential to the maintenance of class standing. In case of necessary absence or tardiness give the pupil a written excuse.

Your hearty cooperation is solicited in the endeavor to secure the best development of your child.

**THE HOME AND THE SCHOOL SHOULD WORK TOGETHER FOR THE BEST INTERESTS OF THE CHILD**

*Marian Baumgartner*  
Teacher

Eva C. Monson, County Supt.

**METHOD OF GRADING**

A—Excellent      C—Satisfactory or Average  
B—Good            D—Minimum Achievement  
U—Unsatisfactory

SUBJECT	1st Period	2nd Period	3rd Period	4th Period	5th Period	6th Period	Year's Average
Reading	C	C	C	C	C	C	C
Written Work	B	B	B	B	B	B	B
Spelling—All	C	B	B	B	B	B	B
Written Work							
Arithmetic	B	B	B	A	A	A	B
Geography							
Language	C	C	C	C	C	C	C
History	B	B	B	B	A	A	B
Current Hist. & Civics	B	A	A	A	A	A	A
Science & Agriculture			A	A	A	A	A
Physiology	B	B					B
Music	C	C	C	C	C	C	C
Drawing	C	C	C	C	C	C	C
Days Present	25	26	33	33	30	25	172
Days Absent	1 1/2	1	3	0	0	2	7 1/2
Times Tardy	3	9	10	5	7	6	40

G—Good  
I—Improving  
U—Unsatisfactory

CITIZENSHIP TRAITS	1st Period	2nd Period	3rd Period	4th Period	5th Period	6th Period	Year's Average
Study Habits	I	I	I	I	I	I	I
Interest	I	I	I	I	I	I	I
Obedience	I	I	I	I	I	I	I
Courtesy	I	I	I	I	I	I	I
Cooperation	I	I	I	I	I	I	I
Care of Books and Property	I	I	I	I	I	I	I
Cleanliness	I	I	I	I	I	I	I
Promotion in Danger (Check only if necessary)							
WEIGHT AND HEIGHT RECORD							
Weight	113	115	114	113	113	113	
Height	67 1/2						68 1/2

River Road School report card, 1941 – 1942. *Eileen Tews.*



**Happy Hour School, located on Irish Rd. just south of E. Shady Ln., circa 1930. Allen Haase**

River Road and Happy Hour School were closed in 1955 when a large addition was built onto the newer Springroad School. River Road School was torn down for development and construction of Highway 41. Happy Hour School remained standing and was purchased and relocated out in the county in the 1980's.

Springroad School remained and was rebuilt several times, all remaining in the same area. About 1890, a one-room brick school house was built. There were benches lined around the room with places under them for books, coats and hats. A pot bellied stove stood in the middle of the room.

In 1936, a new school with two rooms and a basement was built at the present Winchester Rd. Due to the large enrollment in 1950, the basement was divided, and one half became a classroom. In 1954, the other half was made into a classroom, making a four room school. In 1955, a large addition was built that consisted of for classrooms, a gymnasium, shower rooms, an activity room and a cafeteria.

Continued growth called for another addition which was built in 1958. This addition included a teacher's room, an office, kindergarten room, eight regular classrooms, restrooms and a special education room. Another addition on the southwest side of the building was completed in the fall of 1996. This addition included a library/media center, computer lab, community use/multipurpose room, kitchen, several classrooms, an elevator, restrooms and an office area.

In 1962, the state ordered rural schools to consolidate with high school districts. With Little Lake Butte des Morts as the main dividing line, the east side of the town joined the Menasha school district, and the west side went to the Neenah school district.

The Town of Menasha is also home to New Hope Lutheran Church's elementary school and also several private daycare facilities.

Secondary education also developed in the Town of Menasha. In 1996, St. Mary's High School, facing a shortage of space at their location in the City of Menasha,

purchased land from Arvin Sell and announced plans to construct a new high school and campus near the intersection of Coldspring Rd. and Jacobsen Rd. This school was completed the following year, and since then athletic fields have been constructed on the campus.



**1996 groundbreaking of St. Mary's High School. Arvin Sell.**

Higher education also has had a role in the Town of Menasha. The University of Wisconsin-Fox Valley started in 1933 in a small location in downtown Menasha. It moved to the Town of Menasha in the late 1950s. The land that it sits on has since been annexed to the City of Menasha. The campus has grown tremendously since the original building was dedicated in 1960. Enrollment has continued to rise, and the university now boasts the second largest student body of all of the University of Wisconsin two year campuses.

# PARK AND RECREATION DEPARTMENT

As submitted by Mary Heiting



The Town of Menasha is home to many beautiful areas, and many of those have been preserved as park areas. Some of the parks have quite a history attached to them, and that is described in the following paragraphs:

An area of known historical interest would be Fritse Park on N. Lake Street.

With permission from the State Historical Society, the historical marker known as the "Hill of the Dead" or "Butte des Morts" was moved to this park. The war between the Indians and French army (1729) started after the Indians demanded payment from any white man who passed through the state. The hill of the dead was where a mound of earth buried the dead from this battle. Historically the site was destroyed during construction of a railroad bridge at the present Fritse Park location. In September 1959, Fritse Park was dedicated to the town and accepted by then Chairman Amos Page. This park was donated in consideration of naming it after the owner's daughter, 'Freda Eisenach/Peters' "Fritse" accepted 47 years ago, this was the first known park in the Town of Menasha.



State Historical marker at Fritse Park, circa 1955. *Appleton Post-Crescent*.

Since then the following Parks were established in the Town of Menasha.

- Palisades Park with a purchase from Dr. Dorothy Neidhold in June 1961
- O'Hauser Park with a purchase from Byron Ross in 1964
- Fritsch purchased from Ralph Fritsch in 1968
- Butte des Morts Park purchased from Amos Page, March 1977.

In 1870, the area known as Schildt Park, was previously Allen Schildt's grandfather's settlement. The Fox Indians were encamped near the barn, and the barn and silo currently remain. The accessory structure, still standing today, bears the old hex sign facing west to ward off evil spirits.

In 1979, Schildt Park (formerly from the Schildt family) was donated as a life estate. Allen Schildt initiated this donation in November of 1979. The farmstead still remains as a life estate. Mr. Schildt's previous years include traveling the nation as a symphony violinist and teaching music at the Armstrong High School. We thank Mr. Schildt for his love of nature, his appreciation of cultural heritage and preservation ethics for town residents into the future.



**Schildt Park dedication, Park Director Ron Krueger with members of Schildt Family. Town of Menasha.**

In the later development of park land, subdivisions allowed tot-lots, more open space and / or walking / bicycle trails described as linear parks for the Town of Menasha.

- Westfield Park – donation from Jim Marks, October 1979
- Strohmeyer Park – purchased from George Strohmeyer, November 1979
- Wittmann – purchased from the M.J. Wittmann, June 1970
- Kippenhan Park -acquired in May 1990 (Previously Louise Park)
- Glenview Park – transferred from Glenview Waterworks, December 2000
- Annex Lane – Transferred ownership from Wis. Electric, 2001
- Meadow Heights – Transferred ownership from the Developer, 2000



**Wittmann Park Dedication. Roy Kuehn holding sign; Andy Wittmann, standing; Rep. Tom Petri and Chairwoman Esther Walling on equipment. Town of Menasha.**





**Some of the many trails throughout the Town of Menasha. *Town of Menasha.***

More recently the Town of Menasha has acquired nature preserves: Gateway Meadows, Wildlife Heights, and High Plain Meadows, also open space such as Pearl-Stroebe-Cox on Stroebe Island.

The most recent acquisition completed with grant monies received from the PCB removal program is the Rydell property and parcel(s) with the barn remaining. These areas should remain in their natural state and allow visitors access for hiking or picnicking.

The Town of Menasha Parks & Recreation Department offers a wide variety of recreational programs to both residents and non-residents alike. When the recreation portion of the department was created, only summer programs were initially offered. These included programs at various parks throughout the town. As years have passed and the town has transitioned towards the future, programs are now offered year-round. A major reason programs are able to be held year-round is that in the year 2000 the old town hall building was converted into the Town of Menasha Community Center, which provided a suitable facility for indoor recreation programs. In 2006, a renovation process got underway to renovate both the Community Center and adjoining Fire Station 41.

Programs are now being offered to participants off all ages. The dance program has proved to be one of the most popular programs that the recreation department has to offer, as enrollment has continued to increase year after year. Other programs with strong participation include tumbling tots, summer playground programs, arts & crafts, adult fitness and more! Throughout the year the department also offers numerous special events, including the Daddy Daughter Winter Formal, Breakfast with Santa, Family Fall Fest, and the Easter Egg Hunt.

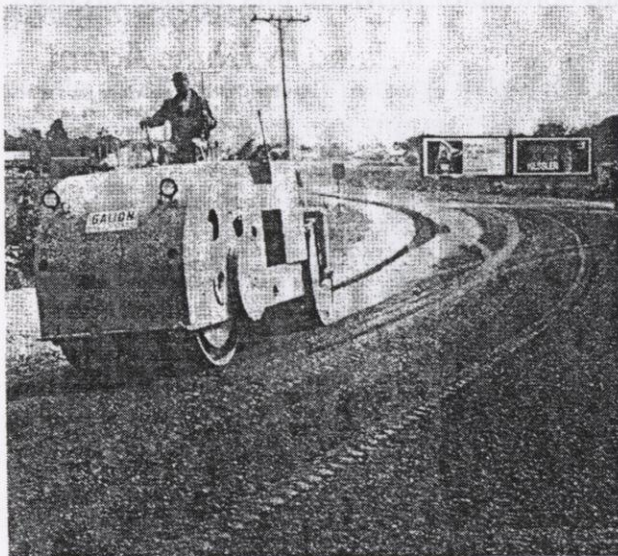
## STREET DEPARTMENT

*As told by Randy Gallow*

In approximately 1976, the Town of Menasha hired its first road maintenance inspector. The road maintenance inspector's job duties consisted of patching pot holes, repairing and installing street signs, and overseeing contractors perform street repairs or projects and other related duties assigned by the town board. Several persons held this title over the next two years, and in December of 1978 Randy Gallow was appointed as road maintenance inspector and still holds that job today. Part-time summer help was used over the next several years as the town started to grow, and then full-time people were added. Needless to say, the street department was born.

The town purchased its first truck, a blue 1976 GMC three-quarter ton heavy-duty pickup with a dump box.....it was grand! Since the town had no place to park it, it was left at Town Chairman George Strohmeyer's farm where it was picked up and used as needed.

The town still depended heavily on private contractors to perform all tasks of road maintenance functions, including snow removal. One of these contractors was Stan Helminski (Helminski Excavating). His company worked for the town for many, many years before giving way to Badger Highways and Schindler Construction, to name a few.



**Winnebago County Highway Dept.  
repaving Valley Rd. and Racine Rd.  
curve. Circa 1965. Appleton Post-Crescent.**

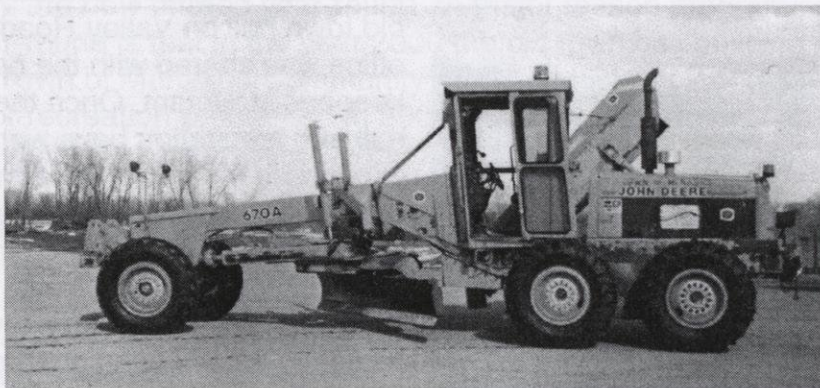
The road maintenance inspector's office was originally located in the old town hall on Valley Road. This office was shared with the book keeper/accountant. Once the town hall and fire station bays were expanded, the street department was then moved and operated out of the north bay of the fire station. The work space was shared along the wall in the corner, wherever we could fit, and we even shared a common work bench with the fire department. Space was also given to us at the water plant located on E. Shady Lane, which also housed a fire truck, along with our inventory of street name signs.

Later on a second truck was purchased, a 5-yard dump truck equipped with a 10' snow plow and tailgate spreader. At that time the street department started to plow a portion of their town streets; an area north of Valley Road and everything west of STH 47 to the lake. A vee box spreader was also purchased and was installed on the three-quarter ton pickup for spreading chips on intersections.

During the early 1970s, the town purchased the old Schultz farm of 160 acres, which was located along E. Shady Lane or at that time known as CTH U and started and operated an approximate 40 acre landfill site for many years until it was closed in 1986. The town board and park commission recognized the need to expand as building space became more and more cramped. In the fall of 1977, a new 80' x 100' steel building with offices and bathrooms on both sides was started on the old Schultz farm and each department had a 40' x 100' share of the building, which was completed in the spring of 1978, located at 1422 E. Shady Lane.

The old farm house, barn and silo were razed leaving part of the barn wall, barn hill and a machine shed. A 300-ton chip/salt bin was constructed by the town street department crew using the leftover wall and barn hill. The materials were delivered by driving up the barn hill and dumping the material through the doors which were constructed in three sections on the top of the bin.

During this time we had (3) employees, (2) dump trucks, (1) backhoe, (1) 1-ton 4x4 truck and (1) pickup. Our time was spent performing small road repairs and signage, but mostly correcting drainage complaints and providing snow & ice removal on the west side, while a private contractor provided this service on the east side.



**First road grader in the Town, a John Deere 670A. Town of Menasha.**

The town purchased their first road grader in 1982, a John Deere 670A with an 11 ft. snow wing for plowing snow, grading roads and shouldering. It was purchased for \$68,000.



**First tractor purchased in 1980.  
Town of Menasha.**



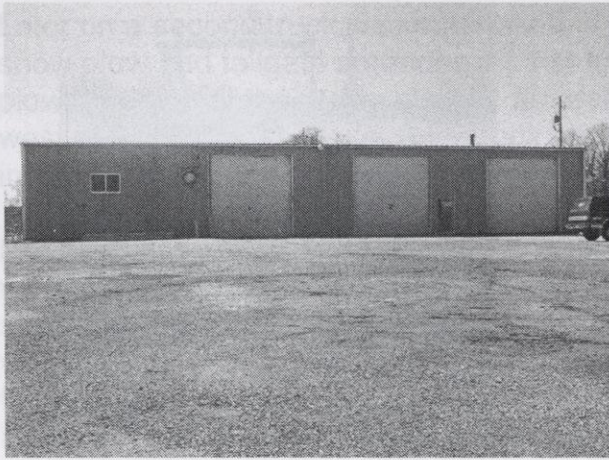
**Same tractor, still working some  
20 years later! Town of Menasha.**

The town also purchased a 40-HP John Deere tractor with a front mounted broom with power angle for \$17,000. A used Gradall and additional dump trucks were also purchased. Three full-time employees were added and soon the existing building had no room, so the equipment had to be stored outside.

A new 60'x 80' steel building and a larger salt bin were built by town crews just north of the existing building. The old salt bin and barn hill were to be removed to make way for these new buildings, only to find out four or five years later that these two structures were soon to be removed, as the new CTH CB would run right through them.

In late 1995 work began on the new Town of Menasha Municipal Complex. This would house all town departments. The street department garage consisted of a sign shop, pit bay for performing mechanical work and a wash bay. Offices, locker rooms, a 1,300 ton capacity salt bin and a fuel depot were also constructed. The move was completed in the fall of 1996 and the 33,000 sq. ft. Municipal Complex was open to the public.

The existing street building on E. Shady Lane and CTH CB was being used to store literally all the equipment that wouldn't fit into the new complex. Due to financial constraints, the Municipal Complex was constructed at that time. The addition would be completed in the summer of 2000. The 100'x 330', 33,000 sq. ft. addition would house all street, park, staff, and police vehicles. The original street department building and machine shed located at 1422 E. Shady Lane still exists today and is used for cold storage for all departments for file storage, evidence and seasonal storage. This is also the current location for our brush drop-off site.



**First Town of Menasha Street and Park Department Building, located on E. Shady Ln.**  
*Author.*



**1993 tandem axle dump truck with plow and wing attachment.**  
*Town of Menasha.*

The town bought its first Elgin street sweeper for \$92,000 and brush chipper for \$12,000 in 1992. The town added a second road grader for \$128,000, a 3-yard John Deere loader equipped with an 11' reversible plow & 10' snow wing for \$137,000 in 1997, a new Gradall for \$155,000 in 1998, and additional tandem axle dump trucks equipped with an 11' reversible plow, 10' wing and a computerized salting system with a liquid dispensing system for \$105,000 in 2000.

The town's growth continues to increase and expand with street mileage of 69 miles in 1985, 75 miles in 1990, 85 miles in 2000, and 93 miles in 2006. In the early days, salt & chips were shoveled out of the back of a pickup truck and spread by hand at intersections. This was replaced with ground-sensing computerized salting systems that can measure the speed of the truck and calibrate the correct amount of salt needed, calibrating down to a couple of pounds of salt and applying different types of liquid at the same time. Ditches once dug by hand are now dug with a Gradall that can do multiple operations. Trucks with more efficient engines and automatic transmissions, reversible plows

and snow wings eliminating additional passes and cutting down on time and increasing efficiency, have all been a part of change in the Town of Menasha.

We are the second largest town in the State of Wisconsin with a population of almost 17,000 residents. The Town of Menasha has over 93 miles of town streets and many four lane streets with curb & gutter, which carry more than 5,000 cars and trucks every day. New residential streets have curb & gutter and many more are planned for this summer. We stretch from Oneida Street on the east side of town to Clayton Avenue and CTH BB on the west side, Calumet Street to the north and North Street and Brighton Beach Road to the south.

Today, the Town of Menasha Street Department continues to maintain, repair and reconstruct some of the same roads that were built in the 1950's and construct new roads and subdivisions for the future. Even though job titles have changed, the purpose remains the same; providing a high level of service at the most cost efficient way to all town residents, and we pride ourselves on that.

The street department performs nearly all of the maintenance and repair of town streets and performs all snow and ice removal, street sweeping, brush chipping, installation of street signs & guard rails and road side mowing. We perform a majority of the vehicle and equipment maintenance and some repairs for police vehicles, staff vehicles and all street department vehicles and equipment.

Major pieces of the street department's vehicles and equipment include: (3) pickup trucks, (3) 1-ton trucks, (2) single axle dump trucks, (5) tandem axle dump trucks, (2) graders, (1) street sweeper, (1) loader/backhoe, (1) 3-yard loader, (1) brush chipper, (1) 2-ton asphalt roller, and (3) trailers.

The street department's current staff consists of (1) street superintendent, (1) assistant street superintendent, (1) department secretary, (6) street laborers, and (1) custodian.



**Town of Menasha Street Department employees 2005. *Town of Menasha.***

and snow eliminating additional barriers and cutting down on time and increasing efficiency, have all been a part of change in the Town of Menasha.

We are the second largest town in the State of Wisconsin with a population of almost 10,000 residents. The Town of Menasha is a vibrant community with many streets and many thousands of residents. We have over 5,000 residential lots and many more are planned for the future. The town is located on the east side of town to Clayton Avenue and North Street and North Street and North Street.

Today, the Town of Menasha Street Department is responsible for the maintenance and reconstruction of the same roads that were built in the 1950's and construct new roads and subdivisions for the future. Even though job titles have changed, the purpose of the department is the same. The purpose of the most cost efficient way to maintain the roads is to provide the best possible service to the residents.

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Major pieces of the street department's fleet include: (1) 2-ton asphalt roller, (3) push chipper, (1) 2-ton asphalt roller, and (3) rollers.

The town bought its first 2-ton asphalt roller in 1992 for \$12,000. The town bought its first 2-ton asphalt roller in 1992 for \$12,000. The town bought its first 2-ton asphalt roller in 1992 for \$12,000.

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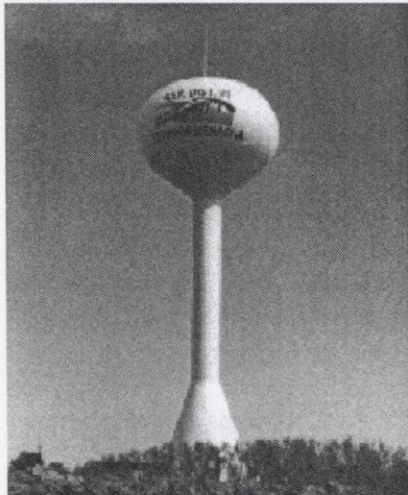
## UTILITY DISTRICT

*As submitted by Sharon Heschke and Jeff Roth*

In 1946, water and sewer were installed on Grove Street, Gardner's Row, Lynch Avenue, Garden Court, and part of Memorial Drive. This area was know as Sanitary District No. 2, and was serviced and billed by the City of Appleton until 1966, when it became part of Sanitary District No.4 and was disconnected from Appleton.

On July 27, 1953, the Town of Menasha Board of Supervisors signed the order creating the Town Sanitary District No. 4 of the Town of Menasha, Winnebago County, Wisconsin. The town board consisted of Oliver Jacobsen, chairman, Harvey Grundman and Earl Hesselman, supervisors, and Howard Ehlers, clerk. Creation of the Sanitary District was deemed necessary for the public health, comfort, convenience and welfare, and copies of the formal order were filed with the State Board of Health at Madison, Wisconsin, and with the Register of Deeds, Winnebago County. The town board was made ex-officio the Board of Commissioners of Sanitary District No. 4, and the clerk made secretary of the commission. The district was formed to establish the borders on the east side of Little Lake Butte des Morts.

East side sewer service was installed in 1962-1963 and had a sewage treatment plant located at 660 Airport Road.



In 1965, contracts were let to install a water system on the east side of the lake that divides the Town of Menasha. Well No. 1 was purchased from a land developer and became the site for the first water plant. Water Plant No. 1 was located at Valley Road and Southwood Drive. This building had a deep well, with three small water softeners, a distribution pump and an 80,000 gallon reservoir. A contract was also let that same year for a 300,000 gallon water spheroid elevated tank located at Chain (now called University) Drive and Midway Road.

By the fall of 1966, the system was completed and put into service. System demand created the need for Well No. 2, located at the current 1665 University Drive (Plant No. 2). Well No. 2 went online in the spring of 1968. Also constructed on this site were a one-million gallon reservoir, distribution pumps and water softening equipment.



In 1970, plans were drawn for sewer and water service for the west side of Little Lake Butte des Morts in the Town of Menasha, which meant building completely new systems. The sewage treatment plant for the west side was located on Butte des Morts Beach Road. At 919 East Shady Lane, Well No. 3 was drilled, and Plant No. 3 was built to house two zeolite water softeners and distribution pumps, and a one-million gallon underground reservoir. Also at this time a 300,000 gallon water spheroid elevated tank was built on Winchester Road. By the winter of 1972, this was all ready to be put into operation. In the spring of 1972, Well No. 4 was drilled to act as a back-up well, located behind Plant No. 3.

On February 18, 1974, residents presented the commission with a petition asking for the recall and removal of the appointed commissioners of the Town Sanitary District No. 4 and demanding an election of successor officers to all of the present offices of the Commission. The reasoning behind the petition stated that not all people in the Sanitary District No. 4 were represented by the town board, since some of the residents in the boundaries of the sanitary district lived in the city and did not have the chance to vote on the Sanitary District Commission. Also at this time, the matter of drilling an additional well on the east side was before the commission, as no other means of servicing the district's east side was available for the increased water use during the summer months.

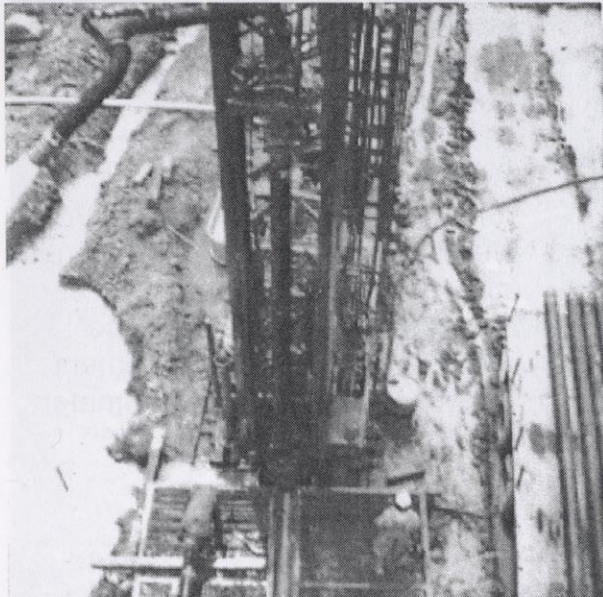
The first executive meeting of Sanitary District No. 4 with the newly-elected Commission was held on May 2, 1974. First order of business was to elect officers. Harold Clifford was elected president, Marion Iddings elected vice president, and Frans Vaurio elected secretary. Financial status of the district was the highest priority, as all large expenditures had been suspended until after the election.

In the spring of 1974, Well No. 5 was drilled behind Plant No. 2, located at 1665 University Drive. This well went online in the spring of 1976. Plant No. 1 was taken out of service in 1975 and the well abandoned, due to poor water quality and a sand problem. Some of the usable equipment was installed at Plant No. 2.



**Stroebe Island lift station construction, 1978.**  
*Town of Menasha.*

In 1978-1979, due to problems with Wells No. 2 and 5 with corrosion and water quality issues, plans were made to connect a line from the City of Menasha to Plant No. 2. In late 1979, Well No. 2 failed. The Sanitary District Commission decided that it was not cost effective to repair it. The connection to the City of Menasha was completed in 1980. A 16" water main was run from a metering station at Airport Road and Appleton Road to Plant No. 2, and the water was mixed with No. 5 well water in the reservoir. This is still in operation today.



**Well No. 6 being drilled on American Dr.  
1982. Town of Menasha.**

It was determined in 1982 that additional capacity was needed on the west side water system, so Well No. 6 was drilled at 2340 American Drive. Upon completion of the well, a water treatment plant with zeolite softening was constructed, along with a one-million gallon reservoir and distribution pumps. Office space for the sanitary district was added to the plant at this time. Another 300,000 gallon water tower was also built, just off Haase Street.

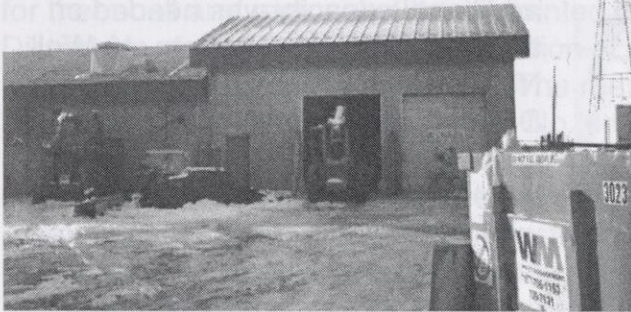
1983 had significant changes in the sewer department. The east side sewerage treatment plant was shut down and demolished. East side wastewater was sent to the Neenah-Menasha Treatment Plant through a metering station on Ninth Street.

The west side plant was converted to the Grand Chute, Town of Menasha West, and Greenville regional sewerage treatment plant, governed by representatives of all three towns, and it is run independently as a regional plant charging each Town by the amount of sewage sent for treatment.

In 1992, Well No. 4, at 919 E. Shady Lane, was drilled over 100 feet deeper for more capacity, from 500 gpm (gallons per minute) to 1,000 gpm, and a new pump house was built behind Plant No. 3.

In 1994, additional office space was added to the existing sanitary district office at 2340 American Drive

September of 1999, the Town of Menasha Utility District was formed by the Town of Menasha Board of Supervisors, which then dissolved Sanitary District No. 4. The utility district assumed the entire existing sanitary district on the east side and included all of the Town of Menasha on the west side. A portion of the Town of Neenah was added in 2000.

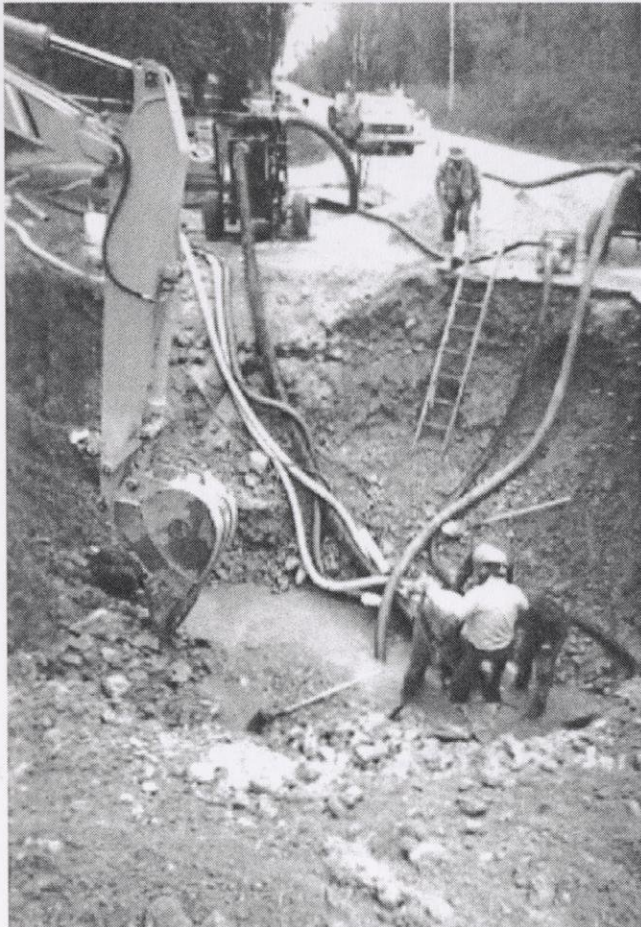


**1992 reconstruction of E. Shady Ln. well.  
*Town of Menasha.***

In 2001, at Plant No. 3 on E. Shady Lane, Well No. 3 was reconstructed and drilled 80 feet deeper to increase capacity from 600 gpm to 980 gpm. The treatment plant was completely remodeled, adding additional softeners to accommodate both Wells 3 and 4. Also in 2001, a new utility garage was constructed at 2340 American Drive to house vehicles, construction equipment, inventory parts and a water meter testing facility.

**1995 replacement of steel siding and  
repainting of Tower #3 located on  
Winchester Rd. *Town of Menasha.***





**Utility workers repairing a water leak on Jacobsen Rd. in May 1996.**  
*Town of Menasha.*

Plant No. 2 on University Drive was remodeled and updated in 2002-2003.

In 2005, at Plant No. 4 on American Drive, a complete modification was performed of all electrical, softener, and pump controls. A computerized control system was installed to run all functions at all three water plants, towers and reservoirs. The computerized control system, referred to as SCADA, also provides security alarms and alerts to various problems throughout both water and sewer systems, thus advancing the utility district into 21<sup>st</sup> century technology.

September of 1999, the Town of Menasha Board of Supervisors, with the assistance of the Wisconsin Department of Transportation, approved the utility district. The utility district assumed the entire utility district in the Town of Menasha and included all of the Town of Menasha and Neenah was added in 2000.

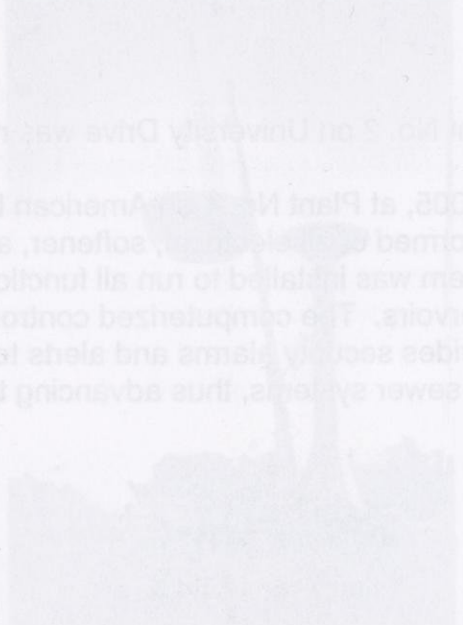
Utility workers repairing a water leak on Jacobsen Rd. in May 1996. Town of Menasha.



1992 reconstruction of E. Shady Ln. in the Town of Menasha.



Plant No. 2 on University Drive was remodeled and updated in 2002-2003. In 2005, at Plant No. 2 on American Drive, a complete modification was performed to the existing softener and pump controls. A computerized control system was installed to run all functions at all three water plants towards the 1991 reservoir. The computerized control system, installed in 2005, provides security alarms and alerts to various problems through the SCADA system. With and sewer systems, the advancing the utility district into 21<sup>st</sup> century technology.



## WHITING AIRPORT

The invention of the airplane in the early part of the 20<sup>th</sup> century proved to be quite successful. Air travel was booming and the uses of airplanes in other ventures were starting to take notice. Businessmen in the Fox Valley were no strangers to this concept. They felt that with an airport in their own backyard, they could access the air mail delivery and increase their abilities to do business around the country and world.

Neenah industrialist George A. Whiting was one of the businessmen that saw this opportunity. He donated \$5,000 to finance the construction of an airport on the condition that it is named after him. In 1928, 100 acres of farm land was leased from Michael Wittmann, located on the corner of present day Appleton Rd. and Airport Rd. The airport was officially named George A. Whiting Field but was also known as Wittmann Airport.

## LANDMARKS

***SOME ARE GONE, SOME HAVE CHANGED, AND SOME  
HAVE REMAINED, HOWEVER THEIR MEMORIES LIVE ON  
FOREVER.....***

Whiting Airport. Hangar building on bottom right is part of the current Ed's & Neil Hardware Store. Municipal Public Library.

The airport's runways faced all four directions, allowing planes to take off and land regardless of wind direction. Originally the runways were left as grass, but they were later covered with gravel and sand. In wintertime, when the snow was too deep, planes were directed to take off and land on the lake's frozen surface.

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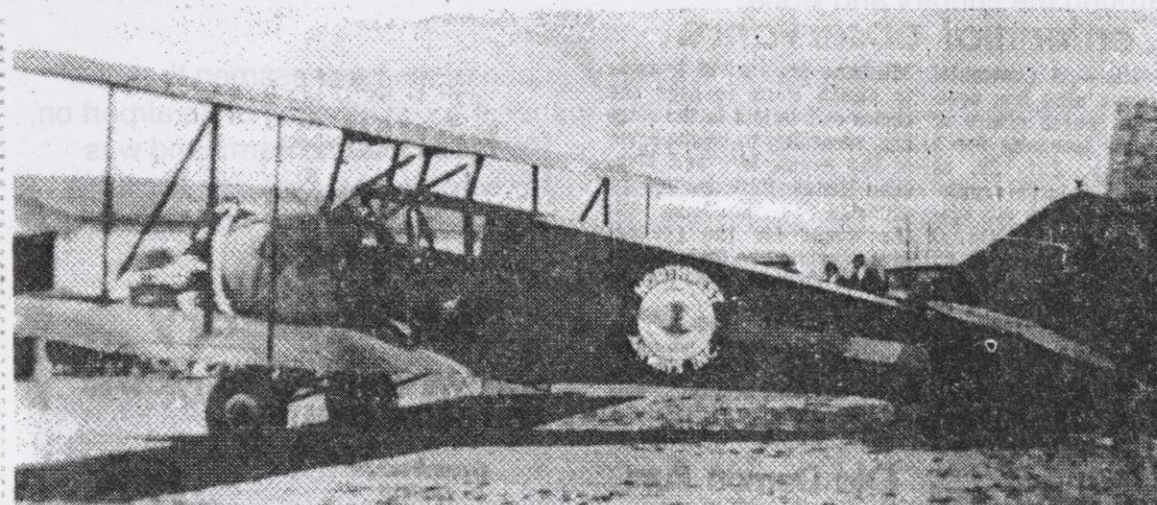


**Whiting Airport.** Hangar building on bottom right is part of the current Kitz & Pfeil Hardware Store. *Menasha Public Library.*

The airport's runways faced all four directions, allowing planes to take off and land regardless of wind direction. Originally the runways were left as grass, but they were later covered with gravel and cinder. In wintertime, when the snow was too deep, planes were directed to Lake Winnebago where they landed and took off on the lake's frozen surface.

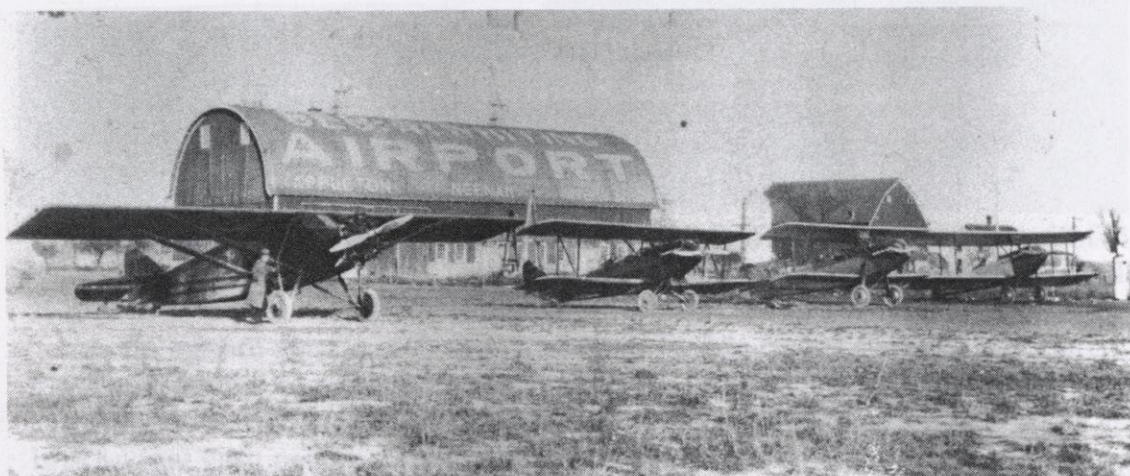


As it was built for airmail service, delivery started on December 15, 1928. The airport was located on U.S. Airmail Route 9, which ran between Chicago and Green Bay, with stops in Milwaukee and Oshkosh. Delivery service was provided by Northwest Airways Inc. and all mail was taken to the Appleton Post Office where it was sorted. Mail destined for Neenah and Menasha were then delivered by mail messenger.



**Northwest Airways Inc. airmail plane. *Menasha Public Library.***

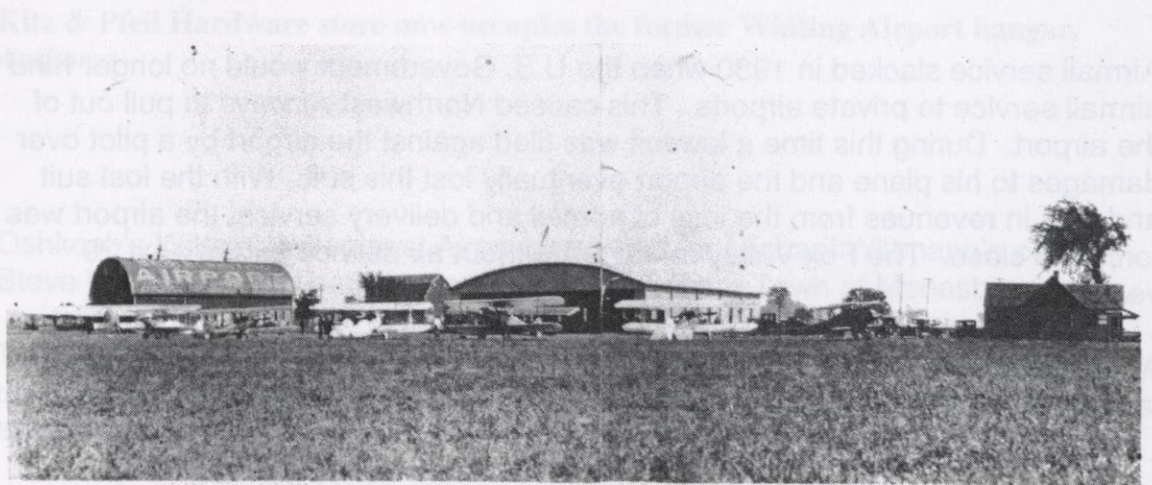
The airport became busier, and at one time there were 15 airplanes based out of here. The first airplane delivered was the "Pride of Appleton." The wingspan was so large, it had to be anchored behind the Wittmann family barn. A flight school was based at the airport, and in June 1929, the first class graduated consisting of six pilots and four mechanics. Flights from Whiting Airport were increasing with regular flights bound for Milwaukee, Chicago and the Dakotas.



**Planes in front of Wittmann barn. *Menasha Public Library.***

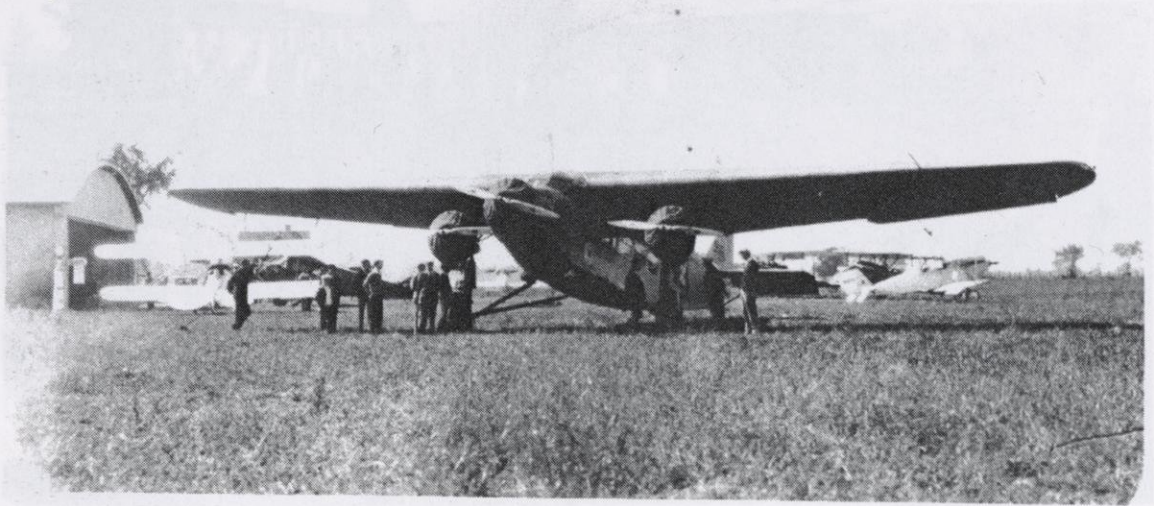


**"Pride of Appleton".** *Menasha Public Library.*



**Airplanes and hangar.** *Menasha Public Library.*

As it was built for airmail service, delivery started on December 15, 1928. The airport was located on U.S. Airmail Route 9, which ran between Chicago and Green Bay, with stops in Milwaukee and Appleton. Airmail service was provided by Northwest Airways, which flew to the Appleton Post Office where it was sorted, and mail and newspapers were then delivered by mailmen on foot.



**"Pride of Appleton." Menasha Public Library.**

The airport became busier, and at one time there were 16 airplanes based out of here. The first airplane delivered was the "Pride of Appleton." The wingspan was so large, it had to be anchored behind the Wittmann family barn. A flight

Airmail service slacked in 1930 when the U.S. Government would no longer fund airmail service to private airports. This caused Northwest Airways to pull out of the airport. During this time a lawsuit was filed against the airport by a pilot over damages to his plane and the airport eventually lost this suit. With the lost suit and loss in revenues from the loss of airmail and delivery service, the airport was forced to close. The Fox Valley remained without air service for the next 29 years.

Andy Wittmann, son of Michael Wittmann, recalls a story that Amelia Earhart, the famed female pilot, made a brief appearance at an air show held at the airport.

*Pages in front of Wittmann barn. Menasha Public Library.*

## BRIGHTON BEACH AND WAVERLY BEACH



**Kitz & Pfeil Hardware store now occupies the former Whiting Airport hangar.**

*Author.*

Oshkosh's Wittmann Regional Airport is named for Michael Wittmann's cousin Steve Wittmann, who had previously flown out of the Town of Menasha airport.

Today, Kitz & Pfeil Hardware Store stands on the site of the former airport utilizing the old hangar as part of the store. The old hangar is visible as you approach Kitz & Pfeil from the west on Airport Rd.

**SOURCES:** *Appleton Post-Crescent*  
*Menasha Record*  
Andrew Wittmann



## BRIGHTON BEACH AND WAVERLY BEACH RESORTS AND CINDERELLA BALLROOM

*Note: Although neither resort was actually located within the Town of Menasha, both resorts were very close by and served many town residents. These resorts have such a neat history and it was decided to include them in this book.*



BRIGHTON BEACH HOTEL, MENASHA, WIS.

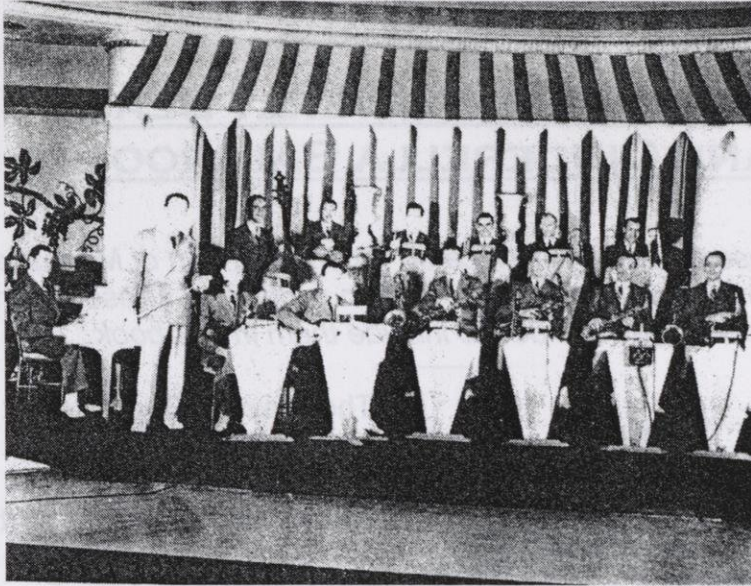
The Waverly Beach resort was developed by Peter Massonett in 1886. This was located along the north shore of Lake Winnebago just to the east of the Town of Menasha. A year later, in 1887, Curtis Reed built the Brighton Beach resort along the Lake Winnebago shore just to the west of the Town of Menasha.

**Brighton Beach Hotel postcard. *Menasha Public Library.***

Both resorts proved very popular among local residents and out of state visitors. People were attracted by the good fishing and cool temperatures the lake had to offer, in addition to the swimming and diving platforms and slides into Lake Winnebago. Sandbars also stretched out for miles from the shore. Both resorts were on the route of the Fox Valley Electric Railway, allowing for locals to catch the streetcar out to the resorts. With fares of 10 cents each way and admission prices ranging from free to 50 cents, depending on the band, it was a relatively inexpensive form of entertainment.



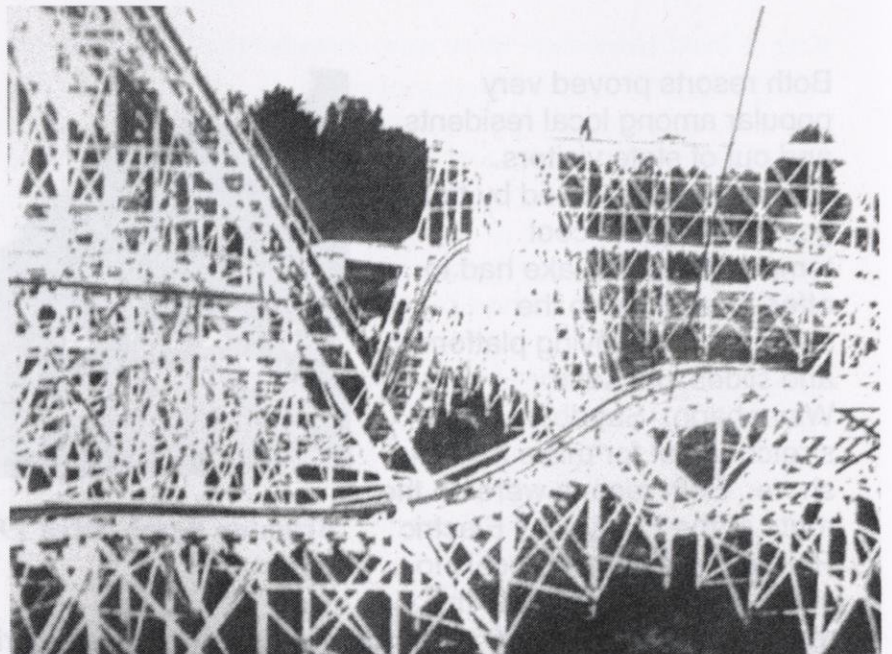
**Brighton Beach, circa 1900. *Menasha Public Library.***



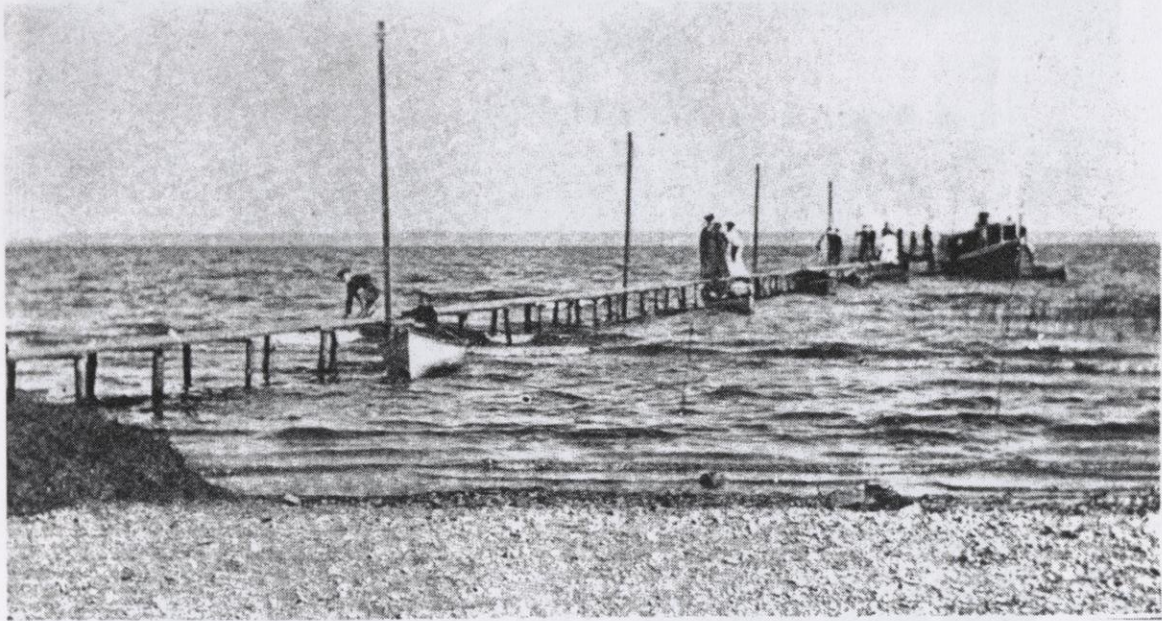
**Bob Crosby Dixieland Jazz Band playing at Waverly Beach. *Appleton Post-Crescent***

Both resorts featured top notch entertainment. Big bands from around the country stopped at Waverly and Brighton on their tours. Bands included the famous Guy Lombardo, Harry James, Benny Goodman and Tommy Dorsey. Waverly offered more amenities than its neighbor.

Waverly was home to the Jackrabbit, a wooden rollercoaster that stretched through the park. There was also a zoo featuring monkeys and a penny arcade and a shooting gallery.



**“Jack Rabbit” roller coaster at Waverly Beach. *Waverly Beach.***



Brighton Beach landing, circa 1910. *Menasha Public Library.*



Zoo at Waverly  
Beach. *Waverly  
Beach.*





**Milk dump” of 1934. Farmers protested over rising milk prices and brought their product to “dump” at Cinderella Ballroom. Photo is of children present to catch the milk with their containers. *Eddie Hess.***

In 1925, Charles Maloney, who had worked at both Waverly Beach and Brighton Beach, built the Cinderella Ballroom on S. Oneida St. According to Ed Maloney, his father had a passion for big bands and dancing and wanted his own place to offer both. Ed believes the name Cinderella came from the movie by the same name, as a reference to the ball dance at the end of the movie. Charles ran the ballroom until 1981, when it was taken over by his son Ed Maloney. The original Cinderella Ballroom remained on S. Oneida St. until it was torn down in 1987. A newer, smaller building was constructed on the same location and operated as a tavern until the business was moved to the former McGlinn’s tavern on Valley Rd. where it remains today.



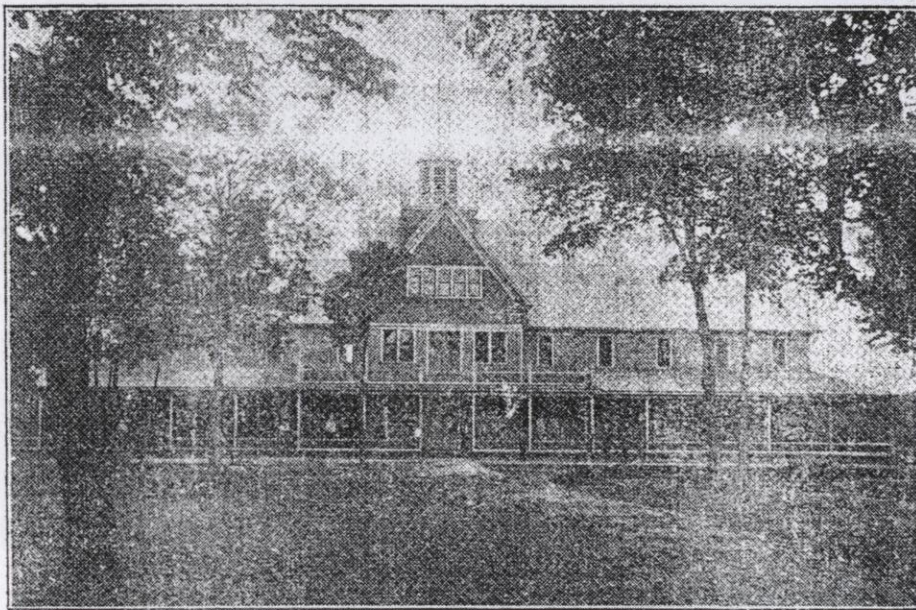
**Cinderella just before demolition, 1987. *Eddie Hess.***

"The Summer Resort De Luxe"  
**BRIGHTON BEACH**

On Delightful Winnebago Lake

The Finest Beach----The Best Fishing----The Most Accessible Resort

IN THE STATE OF WISCONSIN  
FINE STEAMBOAT LANDING



**5c Fare to Menasha, Neenah and Appleton**

Half Hourly Electric Service in Each Direction, making  
Direct Connections with

C. & N. W., C., M. & St. P. and Soo Line R. R's

Furnished Cottages to Rent, with Electric Light, Water Works and Telephone.

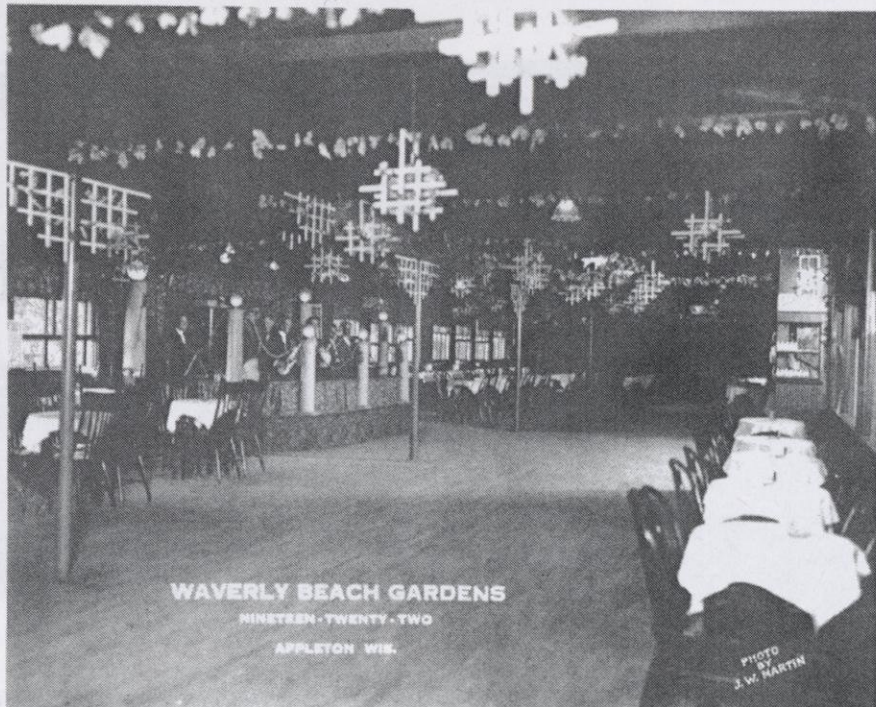
CABARET, DANCING, MUSIC and a Score of Other ENTERTAINMENTS

Write for Reservations, Etc.

P. O. Address, Menasha, Wis.

**STEIDL BROS., Props. and M<sup>rs</sup>**

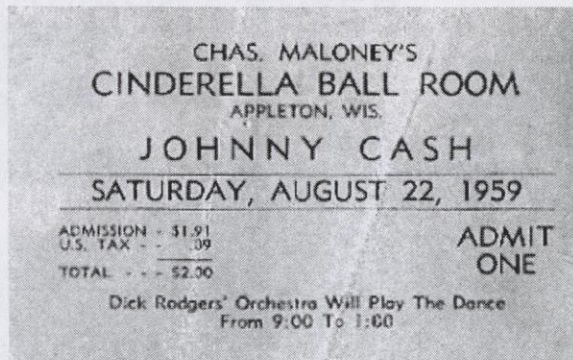
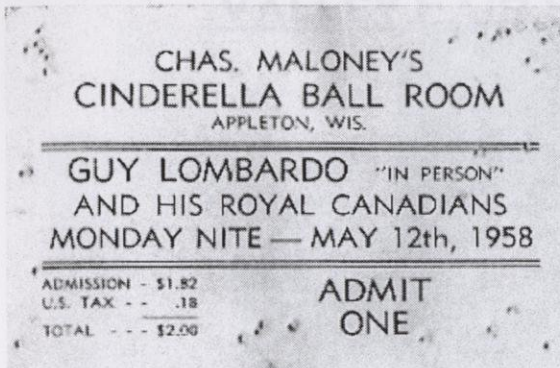
Brighton Beach advertisement. Note the streetcar fares. *Menasha Public Library.*



Waverly Beach ballroom, 1922. *Menasha Public Library.*



“New” Waverly Beach ballroom, circa 1960. *Appleton Post-Crescent.*



Tickets for performances at the Cinderella. Note prices, \$2! *Ed Maloney.*



Newspaper advertisement for Lawrence Welk and his Orchestra at the Cinderella, August 2, 1936. *Ed Maloney.*

Everly Brothers performed at the Cinderella on Wed. Feb. 12, 1958. *Appleton Post-Crescent.*



Area Teenagers Jammed Cinderella ballroom Tuesday night to welcome rock 'n' roll stars, Don and Phil Everly of Memphis, Tenn., to Appleton. Don, 22, and his brother, Phil, 19, are touring the country and will appear next in Minneapolis. The guitar-pickers have scored record hits with "Wake Up Little Susie" and "Bye Bye Love" and have performed on national TV programs. (Post-Crescent Photo)



**Brighton Beach Hotel and Resort postcard. Neenah Public Library.**

Many people recall that there “was always something going on at one of the three”. “If Brighton and Waverly did not have a band, the Cinderella did,” recalls Alice Weber.

Brighton Beach closed in 1926, when John Sensenbrenner bought the land, demolishing the resort and building a home for his family. This home stood for many years and recently was demolished to make room for condominiums.



**Group in front of Brighton Beach, circa 1920. Neenah Public Library.**

The original Waverly Beach building was torn down in 1933 after the floor collapsed on the final night of a two week dance marathon. It was rebuilt the following year. Like the old building, it too continued to host bands such as the Bob Crosby (Bing’s brother) Dixieland and Jazz Band. The building also hosted dances, roller skating and wrestling matches. Lastly, it served as a marina until 1969 when a storm caused significant damage to the building resulting in its demolition.

The area still maintains its tradition as a Fox Valley gathering place and still holds a Waverly Beach Sports Bar and Banquet facility on the same land.

**SOURCES:** *Appleton Post-Crescent*  
*Twin City News-Record*  
 Ed Maloney

## VALLEY FAIR SHOPPING CENTER



Valley Fair sign, April 1963. Hoffman LLC

Valley Fair opened on August 11, 1954 with six stores: Krambo's, a grocery store billed as the largest north of Milwaukee; Badger Paint and Hardware; Donald's, a gift shop; Eddie's Self Service Liquor store; Mrs. Hamilton's Kitchen, a bakery; and the House of Cameras and Cards.

People flocked to Valley Fair. Shoppers liked the free, off-street parking. The parking lot allowed for 2,000 vehicles with the potential for 6,000. The mall's location and store hours also attracted the people. Store hours were 'till 9 pm, which was unheard of at the time.

Built in 1953 on 40 acres of land that originally was in the Town of Menasha, Valley Fair was the forefront of shopping malls today.

APR . 63  
The mall was designed by Hoffman Construction Co. in Appleton as a way to protect shoppers from the weather. It was modeled after a shopping center in Chicago, but it enclosed and heated the mall area between the stores. This was to become the first enclosed shopping center in the United States. A contest held determined the name *Valley Fair*.



APR . 63  
ON 50% OF THE FOX VALLEY BUSES. APRIL 1962 TO APRIL 1963

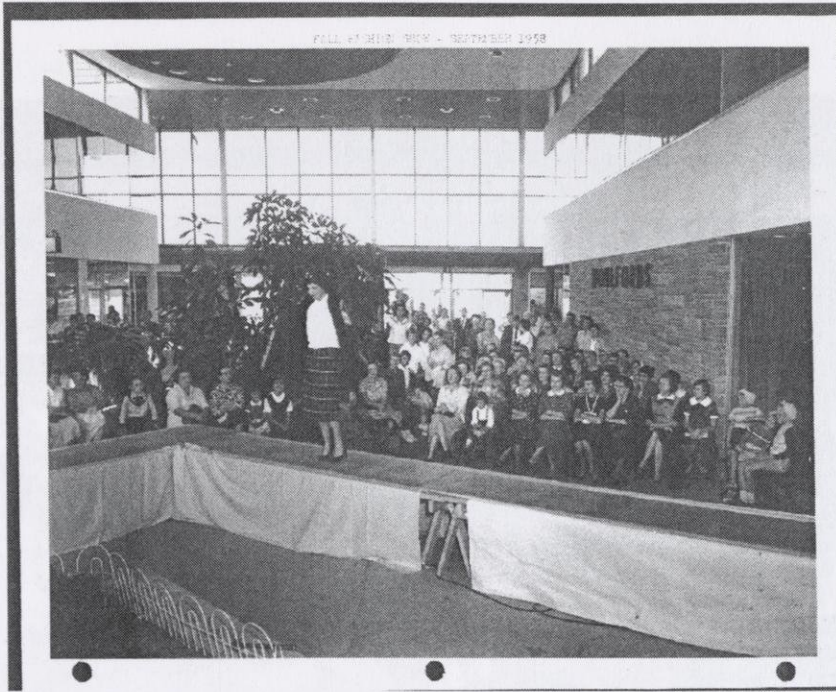
Advertisement on Valley Transit bus, April 1963. Hoffman LLC



**Crowd on Valley Fair parking lot, circa 1960. Hoffman LLC.**

The mall continued to grow and expand, and it had about 20 stores for the grand opening in 1955. There were as many as 32 stores in the 1960s. Many national retailers joined the mall such as Walgreen's, Woolworth's, W.T. Grant, Three Sisters and Gambles. Valley Fair also was host to other events such as rummage sales, boat shows and also hosted a hula hoop contest that attracted so many people, it had to be moved outside to the parking lot.

Business at the mall started to decline in the 1970s. Several stores relocated to downtown Appleton, and several national retailers simply went out of business. Some of this was attributed to the introduction of the free standing "big box" retailers. A new owner emerged in the late 1970s. Money was invested in the mall to attract tenants and did work for awhile. Kohl's department store added a 100,000 square foot addition, and Marcus Theaters constructed a two screen theater, which was razed a year later and replaced with 30,000 square foot tri cinema.



Fall Fashion show, Sept. 1958. Hoffman LLC.



Santa Claus arrival via Town of Menasha fire truck. Nov. 1967. Hoffman LLC



JANUARY 1967



Mall foot traffic, Jan. 1967. Hoffman LLC

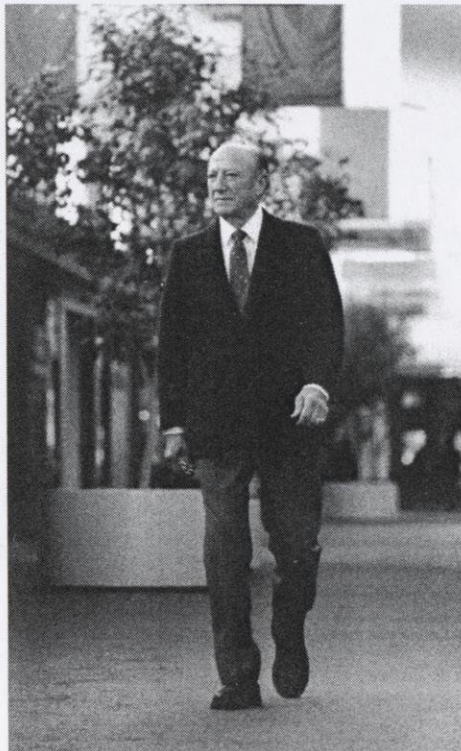
HOOPLA CONTEST - SEPTEMBER 1958



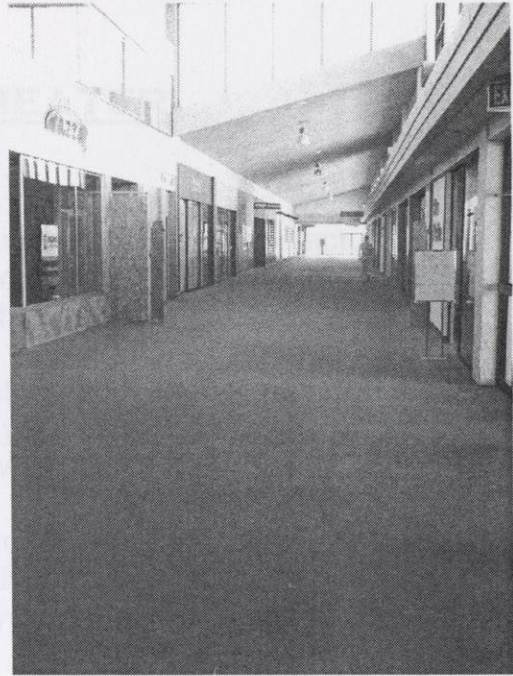
Hula Hoop contest in September 1958 was originally scheduled to take place inside of the mall. However too many people showed up, and it was moved outside to the parking lot. *Hoffman LLC*



**"Center Court", 1981. *Appleton Post-Crescent.***



**Gerald Hoffman. *Hoffman LLC***



movies. The drive-in, like others, featured a play

**Valley Fair as it looks in 2006, slated for demolition. The once busy parking lot and hallways are now desolate. *Author.***

Valley Fair changed ownership a few more times in the next two decades. The grocery store Mike's Town and Country moved to a larger and newer store in the 1980s. This was followed by a gradual decline in tenants and it lost Kohl's department store several years ago as they moved to the Darboy area.

Valley Fair again became on the forefront of the nation when a non-profit organization, Youth Futures, bought the mall with the intention of transforming it into a youth or teen mall in 2004. This venture lasted a little over a year and the mall again was sold to another group. This time, with the state of deterioration, the mall was scheduled for demolition in the summer of 2006. In an interview with the *Appleton Post-Crescent*, Paul Hoffman, son of builder Gerald Hoffman states, "The mall was probably the greatest distinguished accomplishment for my dad because of the innovation. Although it may have lost its function and vitality today, it will never lose its notoriety or the distinction of being the world's first enclosed shopping center."

**SOURCES:** *Appleton Post-Crescent*  
Hoffman LLC



Valley Fair as it looks in 2006, slated for demolition. The once busy parking lot and hallways are now desolate. (Photo: [unreadable])

Valley Fair changed ownership in 1980s. This was followed by several years of department store several years ago. The store was a major anchor in the area.

Valley Fair again became a major anchor in the area. The mall was sold to an organization, Youth Future, which transformed it into a youth or teen mall. The mall was scheduled for demolition in 2008. In an interview with Gerald Hoffman, the author of the book, Hoffman states, "The mall was proposed because of the innovative design. It will never lose its place as an anchored shopping center."

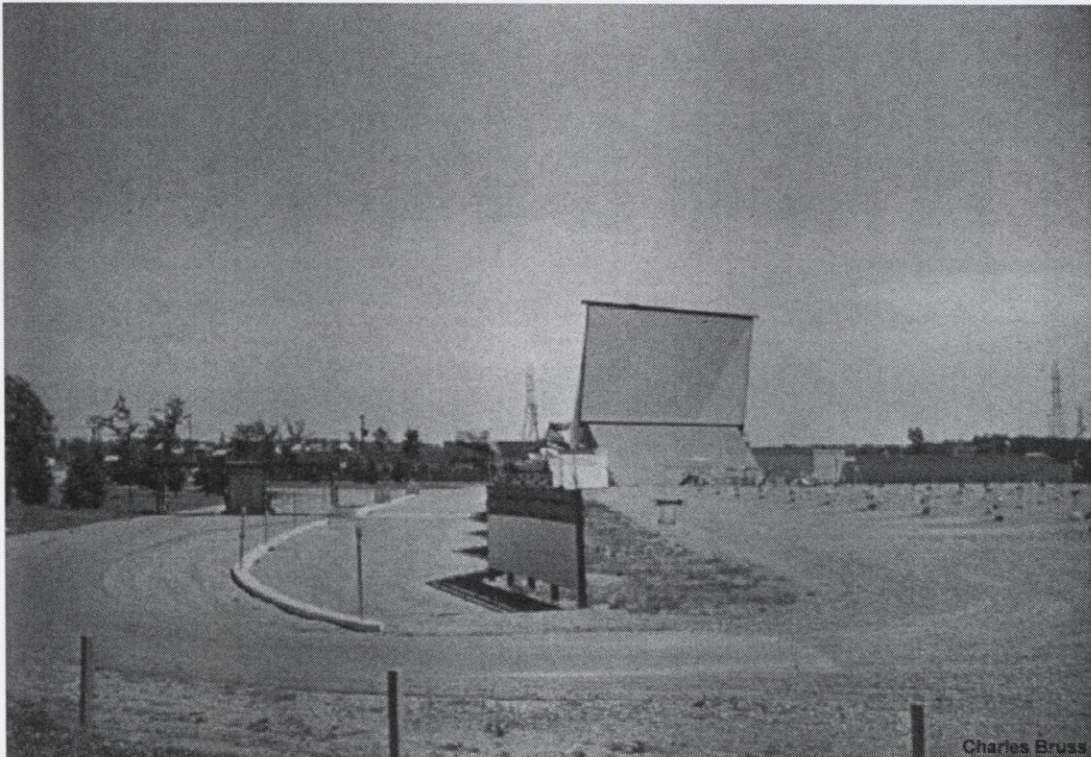
Gerald Hoffman, author of *Valley Fair*  
SOURCES: Appleton Post-Crescent, Hoffman LLC

## 41 OUTDOOR THEATER

The 41 Outdoor drive-in theater was located on US Highway 41 just south of W. Prospect Ave, on the southern most edge of the current Pierce Manufacturing complex. Marcus Corporation built the theater and operated it for its entire span. The theater opened on April 30, 1949, showing the movie *Relentless*.

The original movie screen was constructed out of wood which caught fire in September 1959, prematurely ending the movie year. The screen was rebuilt out of steel and opened for business again the following year.

The 41 Outdoor was quite popular with families, often showing double and triple features of current hit movies, with cartoons for the kids before and in between movies. The drive-in, like others, featured a playground and concession stand.



41 Outdoor, circa 1965. *Charles Bruss*

Concrete stand and playground area 1965. Charles Bruss.

# Grand Opening

★ TONIGHT 6:00 P.M. ★

**3** COMPLETE SHOWS  
7:15 - 9:15 and  
**MIDNITE** SHOW  
AT 11:30

2 Miles So. of Appleton on Highway 41



# OUTDOOR THEATRE

• OPENING PROGRAM •

TECHNICOLOR SMASH!

A small movie poster for the film 'Relentless' is featured. It shows a man and a woman in a dramatic scene. The text on the poster includes 'Color by TECHNICOLOR', 'ROBERT YOUNG · MARGIT HALL · CHAPMAN', and 'RELENTLESS'. Below the poster, it says 'WITH WILLARD PARKER · ANNE TAMBROFF'.

ADULTS 50c Plus Tax • Children Under 12 FREE

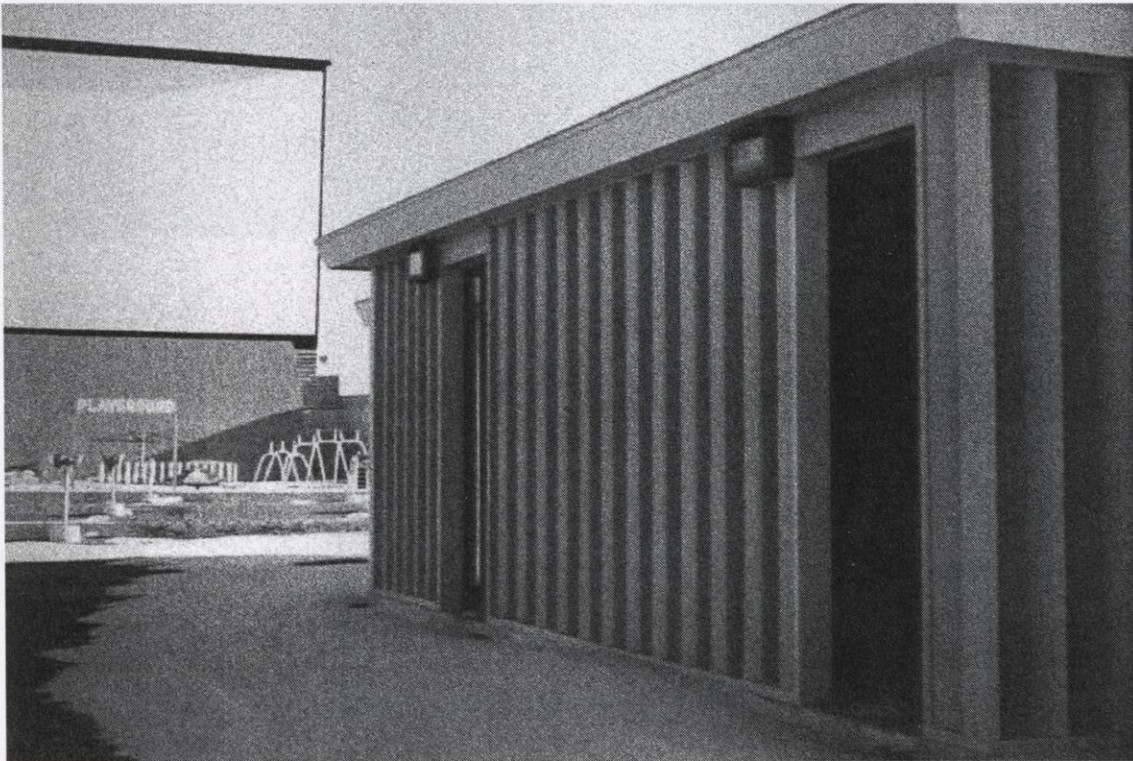
SAME PROGRAM SUNDAY  
SHOWS AT 7:15 - 9:15



Grand opening advertisement, April 30, 1949. Charles Bruss.



Front gate, circa 1965. *Charles Bruss.*



Concession stand and playground, circa 1965. *Charles Bruss.*



# 41

## OUTDOOR THEATRE

ON U. S. HIGHWAY 41  
2 MILES S. OF APPLETON

**HIGHWAY 41 OPEN FOR  
THEATRE PATRONS**

**FOLLOW THESE ROUTES:**

- APPLETON AREA ●  
Take 125 Out of Appleton
- NEENAH & SOUTH ●  
Take County Trunk  
PP Out of Neenah

**TONIGHT**

Adults  
50c  
Plus Tax

●

Kids  
Free!

AND FRI. ● Open at 7 P. M.  
1st FEATURE 8 P. M.

**NOTE:**

Hwy. 41  
Closed  
Until 6 P.M.

---

Not One,  
But  
**2**  
Thrill  
Hits!

**DOUBLE  
TARZAN SHOW!**

THE NEW ADVENTURES OF **AMAZING!**

# TARZAN

FEATURING  
**HERMAN BRIX**

BRING  
THE KIDS  
THEY'LL  
LOVE IT!



P  
★  
L  
U  
S



# TARZAN

and the  
**GREEN GODDESS**

Newspaper advertisement, July 1949. Charles Bruss.


**41 OUTDOOR**  
HWY. 41 734-2351

**TONIGHT**

WYNE 2nd ANNUAL WORLD RECORD NITE  
GATES OPEN 6:00—SHOW AT DUSK

## Smokey AND THE BANDIT

What we have  
here is a total  
lack of respect  
for the law!



"Smokey  
and the Bandit"  
is for  
everybody  
who is  
crazy about  
Burt Reynolds,  
crazy about  
cars,  
crazy about  
car chases,  
crazy about  
CB radios."

— Gene Shalit,  
The Today Show

**Burt Reynolds**

**"Smokey AND THE Bandit"**


**Sally Field · Jerry Reed · Jackie Gleason**


— SPECIAL BONUS —

Never Before So Much  
Entertainment at Regular  
Prices.  
Plus all the popcorn you can eat for \$2.00  
& 20¢ hotburgers & cheeseburgers!

TONIGHT ONLY!  
**SNEAK  
PREVIEW  
OF A NEW  
FEATURE**

Co-Feature  
"The Wild  
McCulloch's"





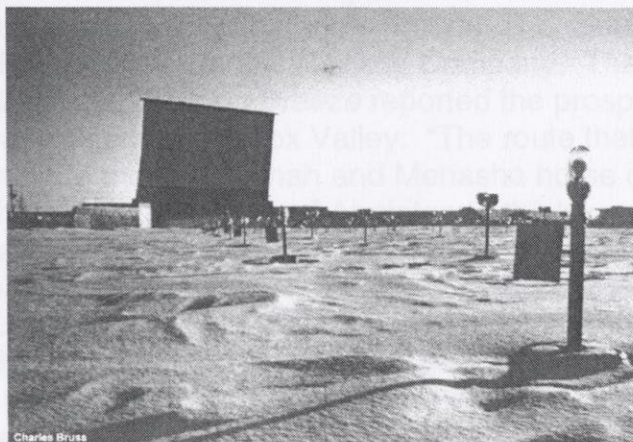
Newspaper advertisement, August 1977. Charles Bruss.

The drive-in was quite popular for many years; however, attendance and revenues started to decline in the late seventies and early eighties. Cars were being made much smaller than before, along with the introduction of the VCR and cable TV and it made it much more comfortable to watch television or movies in the home. Essentially, the novelty began to wear off.

Drive-in theaters also began showing adult oriented movies and horror movies, which began to attract a different type of clientele than before. This was evidenced by the last showing at the 41 Outdoor on Sunday September 25, 1983, showing a triple feature of: *Female Butcher*, *Body Snatchers from Hell* and *Bloody Pit of Horror*.

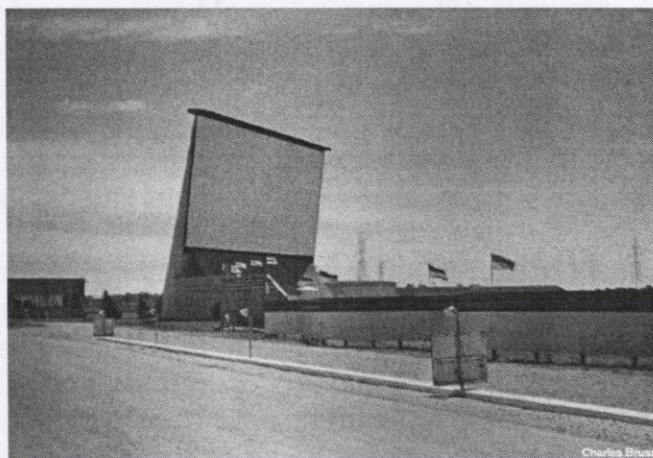
Shortly after its demise, Pierce Manufacturing purchased the property for future expansion.

**SOURCE: Charles Bruss,**



**Winter time at the drive-in, circa 1965. Charles Bruss.**

**Side view of the old 41 Outdoor Theater, circa 1965. Charles Bruss.**



The drive-in was... revenues... being made... and cable TV... movies in the...  
 Drive-in theater... which began... evidenced by... 1983, showing... Bloody Pit of Horror...  
 Shortly after... expansion.  
 SOURCE: Charles...

Newspaper advertisement, July 1949, *Charleston*



Site view of the old 41... Theater, circa 1965. *Charleston*

Newspaper advertisement, August 1977, *Charleston*

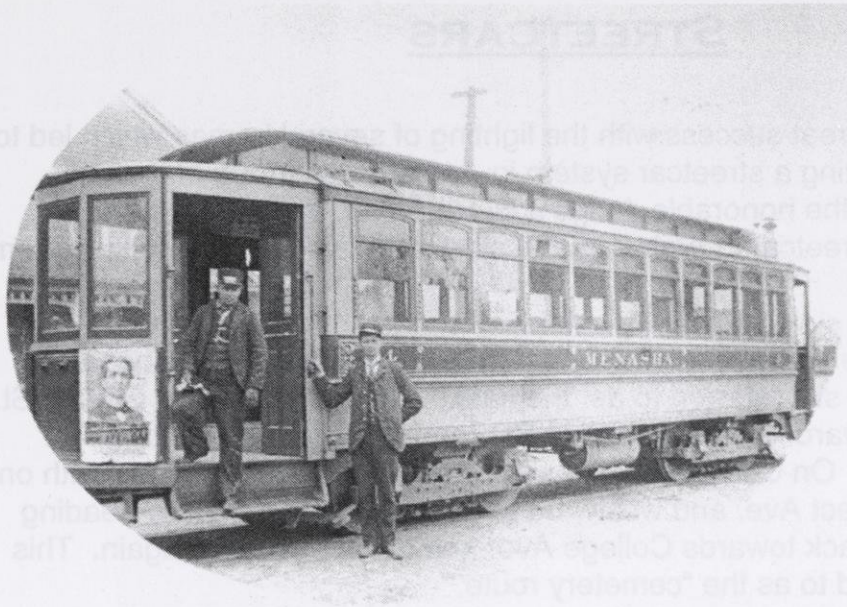
## STREETCARS

The Fox Valley had great success with the lighting of several homes which led to the idea of implementing a streetcar system in Appleton. A group of businessmen, led by the honorable Judge J.E. Harriman, had observed a demonstration of a streetcar in Alabama and started to raise funding for a system in Appleton in 1855.

The streetcar became operational in August 1886. The original route began on Oneida St. in an area still referred to as "the flats." The route went up Oneida St. to College Ave. eastward it went to Rankin St., turning north and ending at Riverside Cemetery. On College Ave., it went west to State St, turning south on State St. to W. Prospect Ave. and westward towards Mason St., finally heading north on Mason St. back towards College Ave. and downtown once again. This was generally referred to as the "cemetery route."

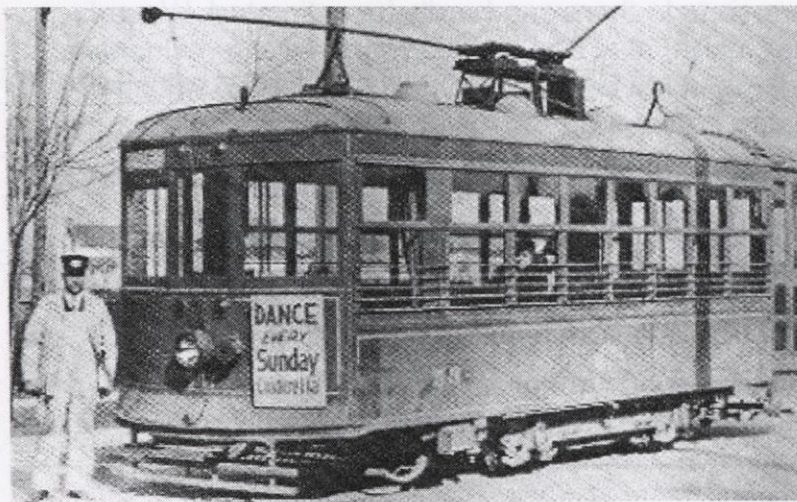
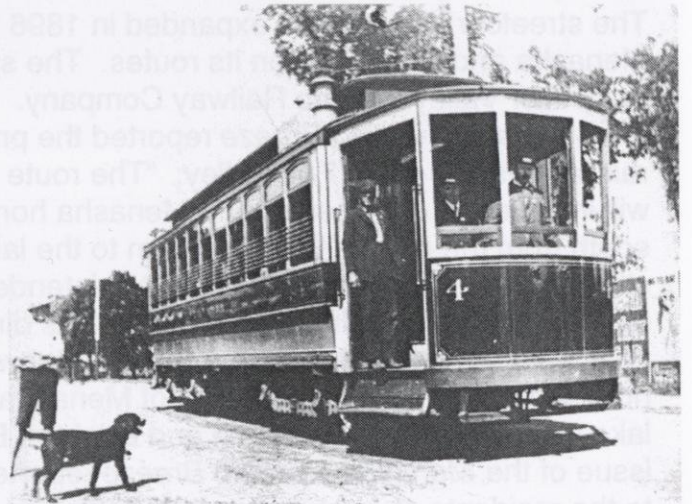
The streetcar system was expanded in 1896 to include the areas of Neenah, Menasha and Kaukauna on its routes. The system then became known as the Fox River Valley Electric Railway Company. The December 24, 1896 edition of the *Menasha Evening Breeze* reported the prospects of the proposed interurban railway system of the Fox Valley: "The route that will be covered by the new road will include the old Neenah and Menasha horse car line. The route will extend south from the city limits of Appleton to the lakeshore and pass through certain streets in the Fourth Ward. While it is intended to connect with Kaukauna ultimately, nothing will be attempted in this direction until possibly later in the year." The route to Menasha from Appleton went along Oneida St. through nothing but farmland in the Town of Menasha. This was a direct route out to the lake where the Waverly Beach and Brighton Beach resorts stood. The same issue of the *Menasha Evening Breeze* reported, "The advantage that will accrue to the residents of Appleton and Neenah and Menasha during the summer season in opening the lake resorts to them can hardly be estimated. Waverly Beach is the natural summer resort, play and picnic ground for the residents of the entire valley, and there is no doubt whatever, but what the road will be liberally patronized by pleasure seekers during the summer season in going to and from a resort that will unquestionably become very popular."

The streetcar was very important to local businesses who built along the line. Ed Maloney, whose father operated the Cinderella Ballroom for six decades, recalls that there was talk of moving the streetcar line from S. Oneida St. to the busier Memorial Dr. area. At the time Ed's father had contemplated moving his entire building through the field to Memorial Dr. to remain on the streetcar line. The line never changed routes, the automobile started to become more common, and the Cinderella Ballroom remained on S. Oneida St.



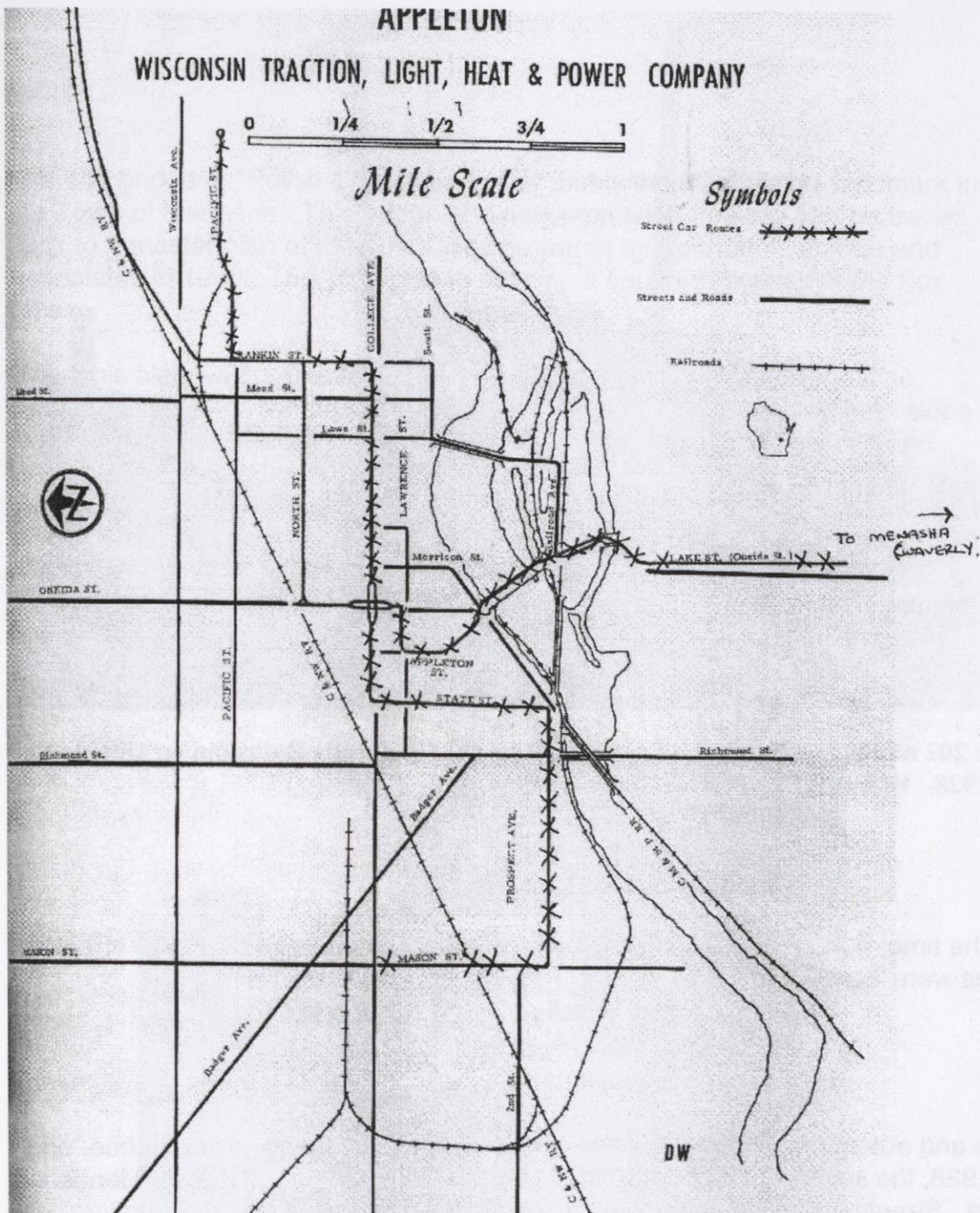
**Streetcar  
"Menasha", circa  
1915. *Menasha  
Public Library.***

**Streetcar, circa 1920. *Neenah Public  
Library.***

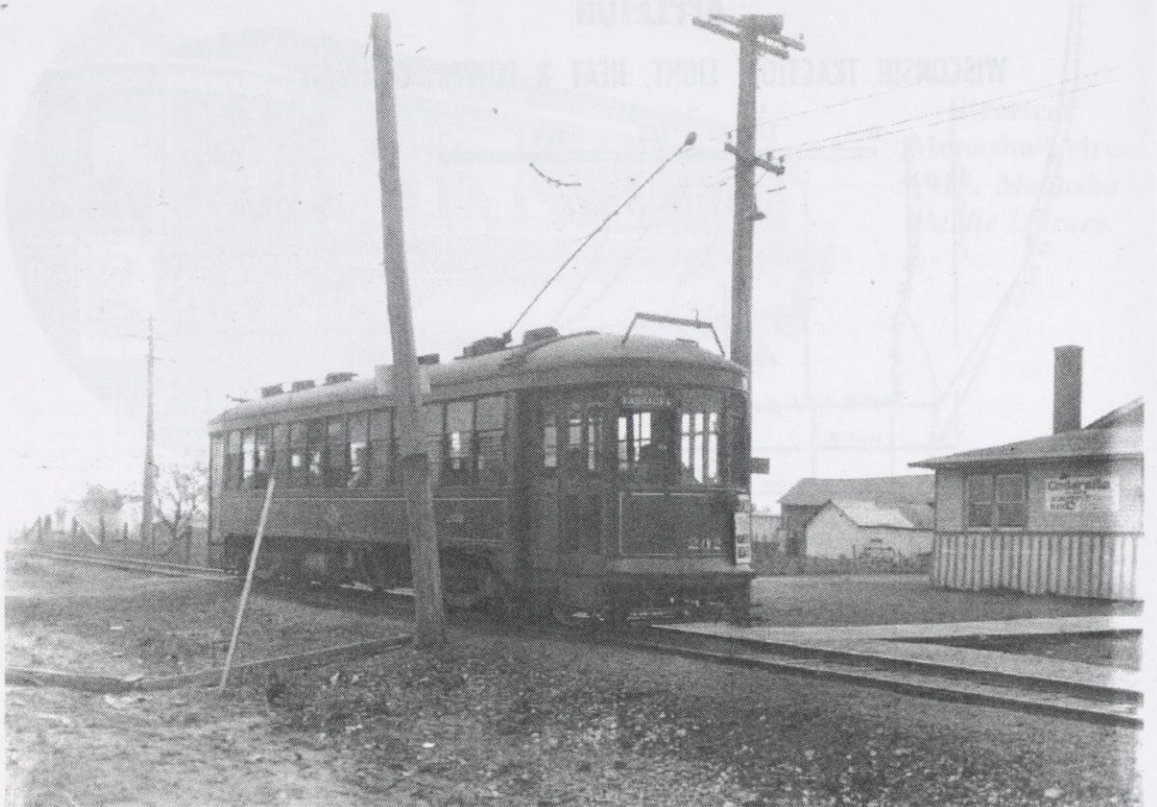


**Streetcar with  
advertisement for  
Cinderella ballroom.  
*Ed Maloney.***

# TRI-COUNTY PRESS



Route map of streetcar lines in Appleton. Circa 1915. *George Dearborn.*



**Car 202 on the last interurban run goes past the Cinderella Ballroom on Oneida St. in 1928. Wisconsin State Historical Society.**

At the time, a trip from Neenah to Appleton lasted 39 minutes. Fees for streetcar rides were

- Neenah to Menasha                      5 cents
- Neenah to Waverly Beach            10 cents
- Neenah to Appleton                    15 cents

Bus and automobile competition was causing a downward trend in revenue, and in 1928, the streetcar stopped operating to the Kaukauna and Neenah/Menasha area. Streetcar service ended with a last ride on Sunday May 6, 1930 in Appleton, ironically on the same original "cemetery route."

**SOURCES:** *Menasha Evening Breeze*  
Trolleycar '86 Incorporated

## TRI-COUNTY EXPRESSWAY

The 441 bridge or "Polish Connection" is probably the most visible landmark in the Town of Menasha. This bridge and accompanying freeway can be traced back to a master plan of the Fox Valley prepared by Kenneth L. Shellie and Associates in 1962. This plan was to develop a southern bypass of the Fox Cities.

Once this plan was presented, Roland Kampo, town chairman at the time, strongly pushed for construction of the bridge which would connect both sides of the growing town. According to a *Post-Crescent* article at the time, Roland Kampo states, "Either we are going to have a bridge or we are going to stop talking about it." During this time, the town chairman was an automatic member of the county board. Kampo politicked with the other county board members to persuade them to spend county money and use the county buying power to go with the idea of a bridge on the north end of the county. Despite objections from both Neenah and Menasha, Kampo was able to get the county to commit \$100,000 for the engineering.



Posted sign announcing bridge construction. *Appleton Post-Crescent*.

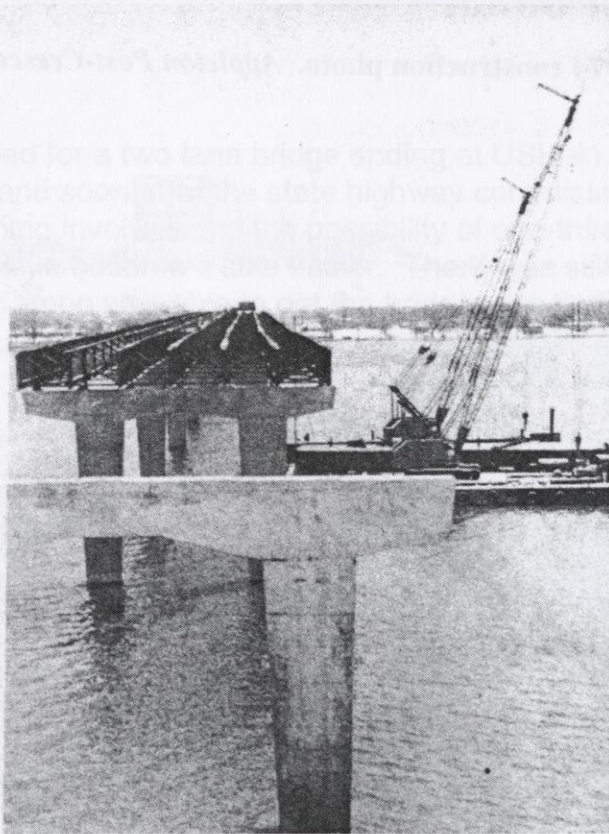
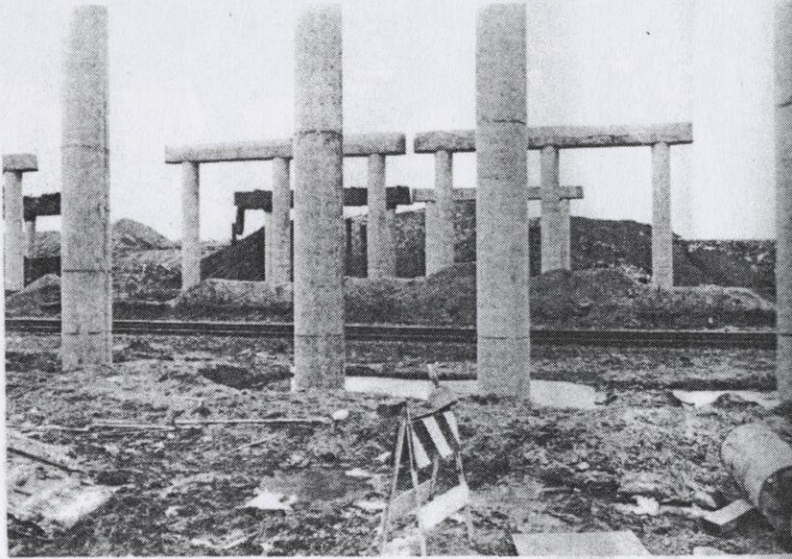




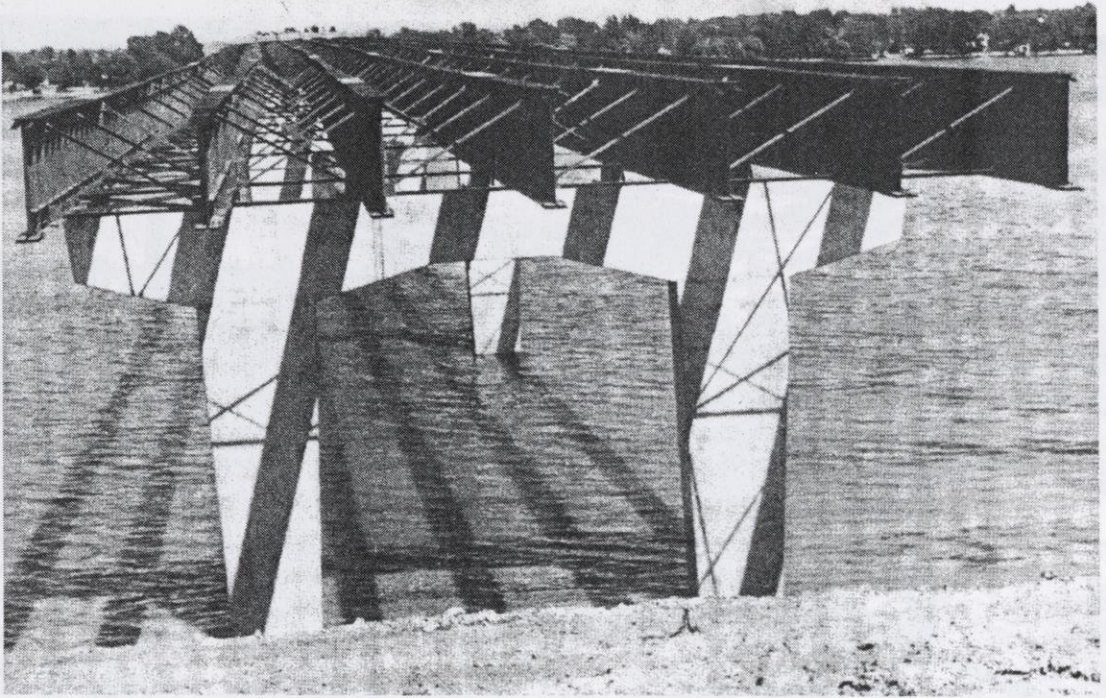
Before and after photos of Little Lake Butte des Morts. *Appleton Post-Crescent*.



Town Chairman Roland Kampe. *Appleton Post-Crescent*.



Construction photos of bridge. *Appleton Post-Crescent.*



1974 construction photo. *Appleton Post-Crescent*.



Workers expanding 441 bridge at the Tayco St. overpass, circa 1991. *Menasha Public Library*.



**Opening day traffic. *Menasha Public Library.***

The original plan called for a two lane bridge ending at USH 41. Kampo called the idea "ridiculous" and soon after the state highway commission got involved. With the state becoming involved and the possibility of one-third being paid for by the state, Kampo's battle became a little easier. There was still resistance to be overcome, though. Kampo was able to get the bridge vote tied to several other projects vying for county funding, including a new airport terminal in Oshkosh, which was a favorite of the large Oshkosh delegation on the board. As a result, the bridge resolution passed with only a single dissenter.

With the county bonding approved, Kampo now needed the City and Town of Menasha to approve posting referendums for the citizens to vote on. Kampo was able to sell the idea of the bridge and the benefits thereof to both boards, and the referendums were held which were ultimately passed in both municipalities.

Work started on the bridge on July 2, 1973 and was completed almost 2 ½ years later. Although it was to be a crucial part in the future state highway system, the bridge was designated County Highway Q and affectionately known as the "Polish Connection", making reference to the large Menasha Polish community.

The Tri-County Expressway was now under way. The original plan was to go from USH 41 at Little Lake Butte des Morts through Calumet County, turning north and connecting with USH 41 again near French Rd. in Outagamie County.

Fortunately, when this was being planned in the 1960s, each county had the forethought to purchase right-of-way along the planned route to preserve it for future use.

Development of the expressway took the next 15 years and was constructed in phases. Phase I, or that stretch from the bridge to S. Oneida St. opened in the fall of 1991. Phase II and III, opened in 1993, which completed the highway to USH 41 in Outagamie County.

The highway proved very successful and the usage exceeded preliminary figures. Development took place along the highway and soon there were plans to extend the highway westward through the Town of Menasha. The state planned to re-route USH 10 through the new westward extension. This was also completed in phases with the first phase, from the bridge to the former USH 45, completed in 1996. This was also tied to the completion of the new west side arterial (CTH CB), which crossed the town in a north-south direction.

Development has been progressing in the last 10 years along both the new USH 10 and CTH CB in the Town of Menasha. The town relocated its municipal offices along CTH CB shortly after the opening of the route. There have been several more large commercial and retail areas coming to life with more anticipated in the future.

**SOURCE: *Appleton Post-Crescent***



**Workers putting final touches on the expanded STH 441, November 1991. *Appleton Post-Crescent.***

## TRESTLE BRIDGE

*As submitted by Larry Easton.*

On Saturday, August 27, 2005, the new Fox Cities Trestle-Friendship Trail across Little Lake Butte des Morts was dedicated and opened for public use. After almost ten years of planning and work, the former C & NW bridge was added to the trail system, completing the vital link between the Menasha lock on the east side and Fritse Park on the west side of the lake. The \$1.6 million project was the result of the Town of Menasha, City of Menasha, Department of Natural Resources, Department of Transportation and private supporters working together.

The bridge, which is about 1600 feet in length, is the longest pedestrian bridge in the state. Improvements include four fishing pier/observation decks, a large central pavilion, a long board walk on the east end and a lift bridge across the channel at the Menasha lock. The bridge was acquired from Canadian National Railroad after train traffic was discontinued and the rails removed. The Friendship trail will eventually connect Manitowoc to Stevens Point. Walking or biking across the former railroad trestle is an exciting experience that outdoor adventurers of all ages will enjoy.

### **Early Wagon Bridges**

Little Lake Butte des Morts and the Fox River divided the Town of Menasha into two distinctly different areas. East of the river was the City of Menasha with its mainly industrial and residential base, while on the west side of the waterway, farming and rural surroundings dominated. In the early 1850s, this span of water made it difficult to transport materials and goods between the two ends of the town. What was needed was a bridge. In the summer of 1853, a float bridge was authorized to be built across the lake by the town fathers. The *Appleton Crescent* commented, "It will draw considerable country trade away from Oshkosh and Neenah."

Of primitive design and more than a half mile in length, it consisted mostly of a series of pontoons connected with timbers and planks, yet it was strong enough to easily support a wagon and a team of horses. The bridge was built from the west end of River St. in Menasha to the foot of Winchester Rd. on the west shore. By the spring of 1856, the bridge needed major repairs. In July, Samuel Robinson was awarded a contract for \$2,500 to repair the bridge and add a new draw to allow boats to more easily access the Neenah lock and canal leading to Lake Winnebago. By March 1860, the bridge was again in need of repairs and a group of Menasha citizens petitioned the board to replace the float bridge with a "permanent bridge across Lake Butte des Morts ... to be put on piers and above the water." The board, after serious deliberation, passed a resolution asking the

Town of Menasha to assume ownership of the bridge and “make such repairs as the township officers hereafter determine to be necessary and proper.” The Town of Menasha accepted ownership and decided to replace it with a more “permanent bridge built above the water” on white oak pilings with a sturdy plank roadway. It was not until the fall of 1860 that the Town took action to replace the old bridge. Construction of the new wagon bridge began in July 1861 with contracts awarded to Otis Cross for driving pilings, C.W. Watke for finishing the superstructure and E.L. Ward to superintend the work. The finished bridge which opened in November 1861 was 2733 feet in length and cost \$6365.92. The second bridge was built in the same location as the first bridge. The Chicago & North Western Railroad added a spur track near the west end of the bridge to accommodate the millers and manufacturers of Menasha. The *Menasha Manufacturer* prophesied, “When summer comes round, it will be one of the most pleasant and beautiful walks to be found in these parts.” By 1873, the wagon bridge was in need of repair, but had outlived its usefulness. Improved roads and the railroad had made the bridge obsolete. In August the *Neenah Gazette* reported, “The effort made to rebuild the Menasha bridge across Lake Butte des Morts has come to naught. At the election called last Monday to vote the necessary funds, the farmers gathered in strong enough to adjourn *sine die*, and so the enterprise was killed. An effort will now be made to vacate the present bridge.” In the 1880s the superstructure was removed and the lumber sold, leaving only rows of pilings stretching across the lake as a reminder of a different era.



**Wood pilings stretching across Little Lake Butte des Morts, 1955.**  
*Richard Mason.*

## The Railroad Bridge

# NOTICE to CONTRACTORS !!

PROPOSALS will be received by the undersigned until Saturday, the 26th inst, at 7 o'clock, P.M., for doing the necessary PILING for the RAILROAD BRIDGE across Fox River, West from Menasha, on the line of the Chicago and Northwestern Railroad,

### For the Completion of said Bridge.

For the construction of the BRIDGE across the North Branch of said river.

Also, for doing the Earth Work on the line of said road, from the Depot Grounds on the Island, to the point of intersection with the present line of said road, west of Fox River.

Bids will be received on any portion of said work separately, and for one half or the whole of the Piling job.

All Material to be furnished by the undersigned.

Plans, Specifications, Terms of Payment, and time for completion of the Work, can be ascertained on application to either of the undersigned.

E. D. SMITH, }  
C. REED, } Committee.  
CHAS. DOTY, }

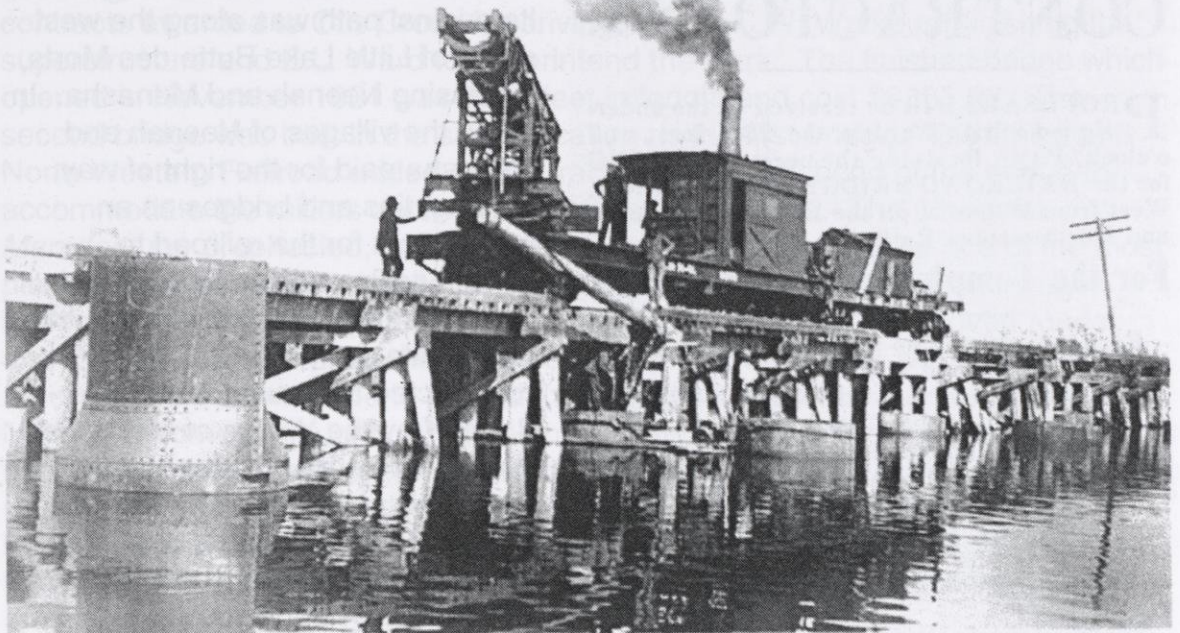
MENASHA, October 19th, 1861

Advertisement for construction of the first C & NW bridge from the *Menasha Weekly Manufacturer*, Oct. 19, 1861. Larry Easton.

In February 1861, the Chicago & North Western Railroad was extended from Oshkosh to Appleton. Its original path was along the west shore of Little Lake Butte des Morts, bypassing Neenah and Menasha. In 1862, the villages of Neenah and Menasha paid for the right of way, grading, ties and bridges as an inducement for the railroad to reroute its line across Doty Island. The first railroad bridge across Little Lake Butte des Morts was constructed that summer for the C & NW by the Village of Menasha. Built in the same manner as the second wagon bridge, the railroad bridge had 115 supports or bents spaced about 10 feet apart. Menasha provided \$12,000 in municipal bonds for the project. The wooden railroad bridge served until 1909 when the railroad announced it was going to double track the main line from Fond du Lac to Green Bay and that the bridges in Neenah and Menasha would have to be rebuilt using steel and concrete.

"The new bridging will not follow any new route, but will replace the old pile bridges which are falling into decay." Work on the bridge started in July 1909 and was completed early in 1910. The bridge has 33 steel spans, each 46' 4 1/2" long for a total length of 1530 feet. The *Menasha Record* commented upon its completion, "the new bridge is expected to last a lifetime."



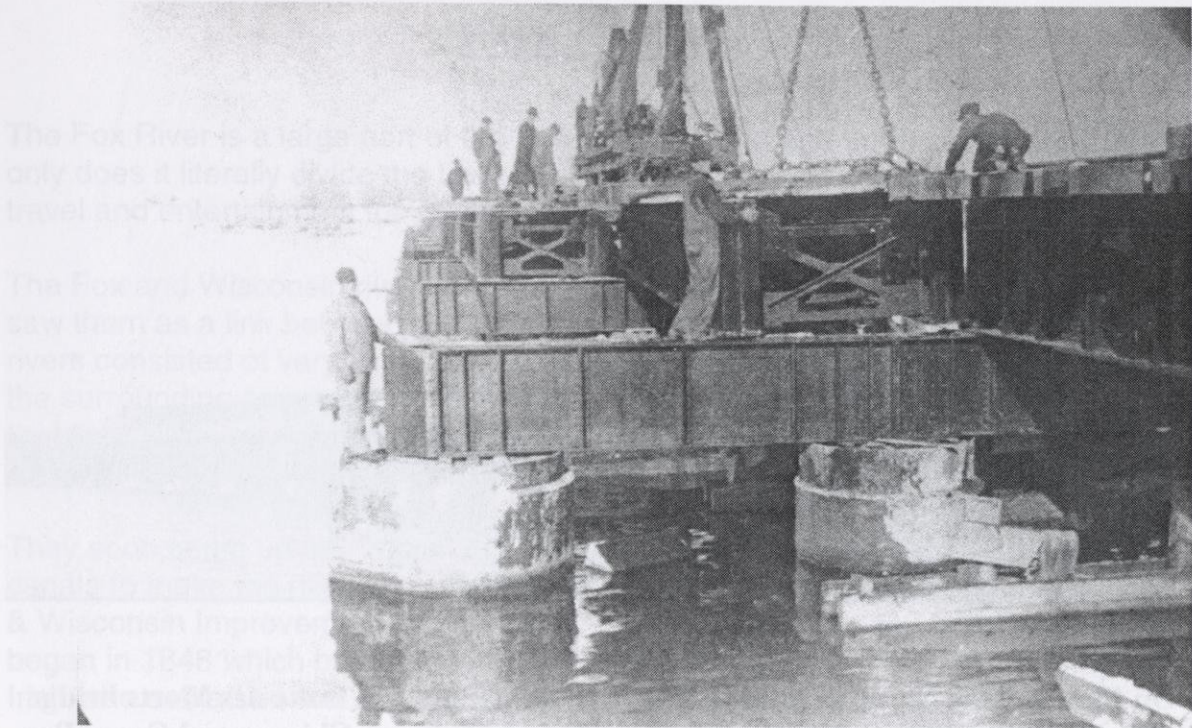


**In July 1909 work is well underway on the new steel bridge across Little Lake Butte des Morts. Caissons were being set up when this photo was taken. *Neenah Public Library.***

In August 1909, the railroad confessed that the plan to double track the bridge was being postponed, but the *Appleton Crescent* quoted a prominent railroad official, "The double track bridge ... was a sure indication that the long talked of and much desired double track would be a reality in the near future." But, it never happened ... Over the years, streamlined passenger trains with names like the "Valley 400," "Peninsula 400" and the "North Woods Fisherman" crossed the Lake Butte des Morts bridge and stopped at the Neenah – Menasha depot on Doty Island.

While those exciting railroad days are gone forever, the bridge will continue to serve the public as the prominent feature of the Trestle Trail.

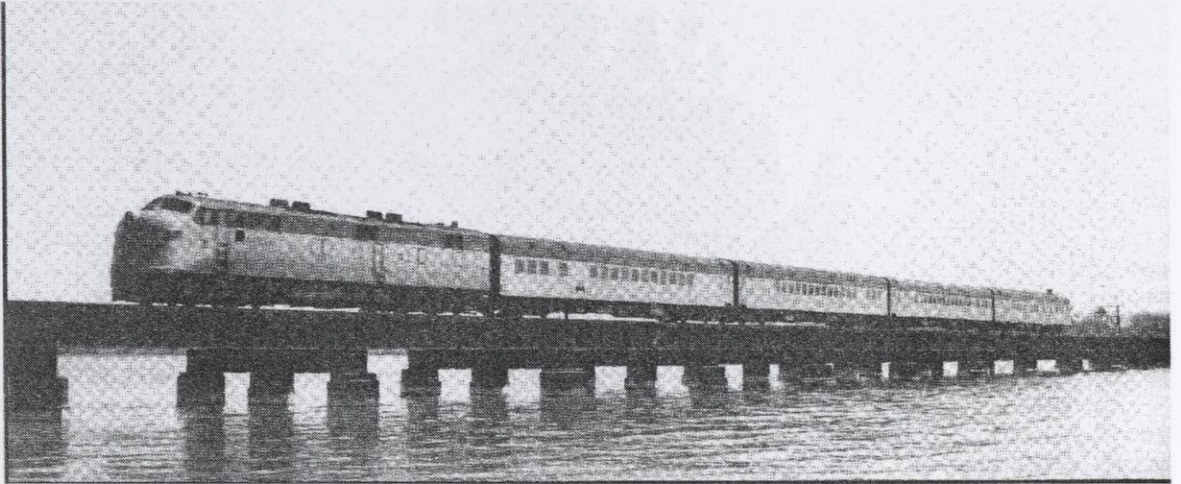
**SOURCE: Larry Easton, Neenah Historical Society**



The decision of where to construct these locks and locks was a controversial one for Neenah and Menasha. Both communities saw the benefits of having this constructed in their community and actively lobbied for the construction. The cost was set to be \$24,000 at all. The State Board of Public Works inspected both areas by boat. It is noted that the boat hit rocks and bottom in the Menasha channel, yet sailed smoothly through the Neenah channel.



1910 photos showing the work progressing on the crossing. *Neenah Public Library.*



On May 1, 1966, No. 5019 A is heading over the Little Lake Butte des Morts bridge with the Valley 400. C & NW's Sunday only train between Chicago and Green Bay via the Fox Valley. *Larry Easton.*



View from the Town of Menasha looking eastward towards the City of Menasha on the new Trestle Trail walking bridge. *Larry Easton.*

## FOX RIVER

The Fox River is a large part of the Town of Menasha and surrounding area. Not only does it literally divide the town in half, it has provided a source of revenue, travel and entertainment for several centuries.

The Fox and Wisconsin rivers are two major rivers in the state. Early settlers saw them as a link between the Mississippi River and the Great Lakes. The rivers consisted of varying heights which created falls and rapids, particularly in the surrounding area of the lower Fox. This created a major obstacle in the fact that they were impassable by boat traffic. These settlers thought that if they could "tame" the river, it could be another Erie Canal.

They soon came up with a plan of constructing a series of locks, dams, and canals to make the river acceptable to boat traffic. This work, known as the Fox & Wisconsin Improvement Project, was funded by Congress in 1846. Work began in 1848 which brought many immigrants to the area. There were many Irish who settled on the west side of the Town of Menasha.

The decision of where to construct these locks and canals proved a major and controversial one for Neenah and Menasha. Both communities saw the benefits of having this constructed in their community and actively lobbied for the construction. The cost was set to be \$24,000 at either location. The State Board of Public Works inspected both areas by boat. It is said that the boat hit rocks and bottom in the Neenah channel, yet sailed smoothly in the Menasha channel. It was determined that Menasha would be the location of this development.

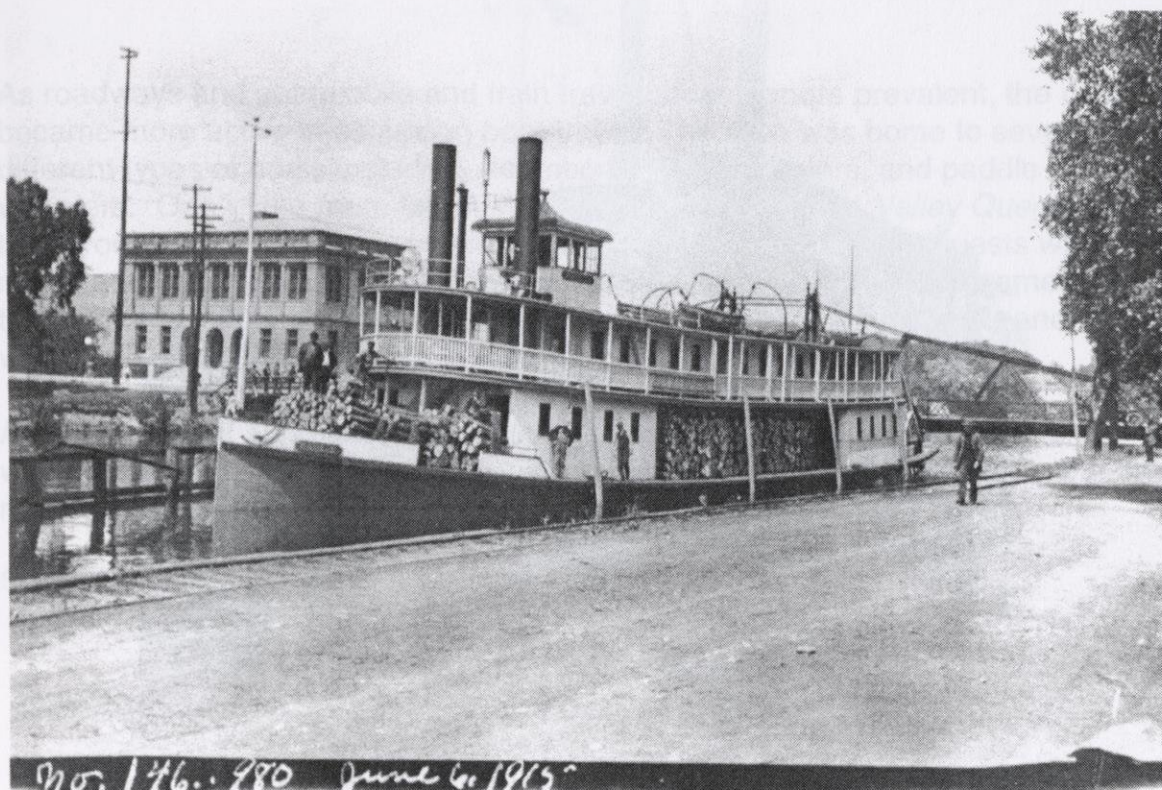


**Workers on locks, circa 1880. Alice Weber.**



**Menasha Locks, circa 1910. Menasha Public Library.**

The work was completed in 1856, and the first boat, a steamer named *Aquila*, passed the entire distance from the Mississippi River, up the Wisconsin River, through the upper and lower Fox River to Green Bay. This was a celebrated event, with people getting on board at each stop until it reached a large ceremony in Green Bay. The Fox River, along with Lake Winnebago, became an important and vital transportation route for goods and services. Steamboat business was very popular and several boats were constructed in the 1800s. Curtis Reed and Charles Doty built the *Menasha*, reputed to be the largest vessel that ever floated on Lake Winnebago. Initially, these boats were to be used almost exclusively for the transportation of goods which included coal and lumber along with various products.



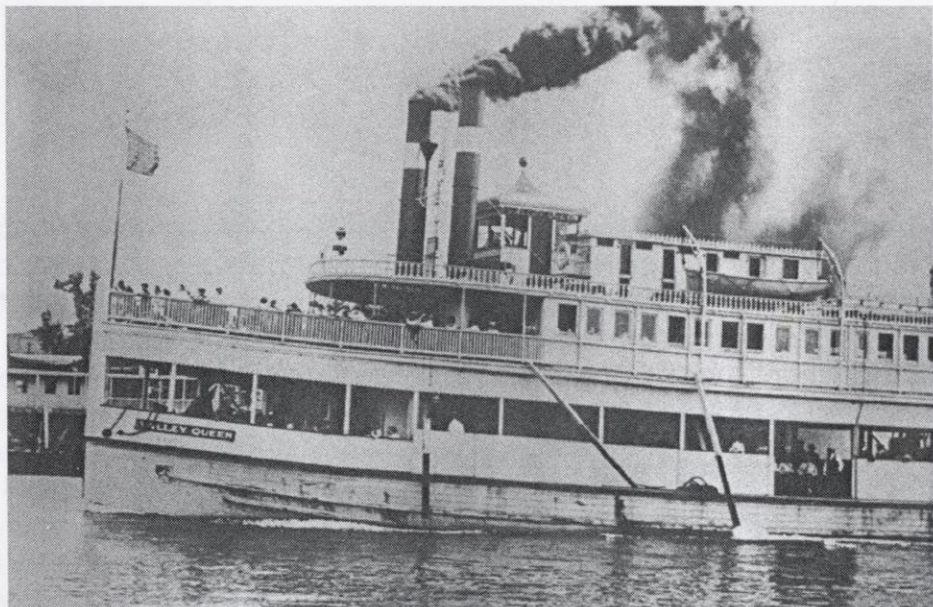
*Paul L* steamer docked in Menasha. Original Menasha Public Library in background, behind *Paul L*, circa 1915. *Menasha Public Library*.



*Mystic* excursion boat on Lake Winnebago. *Menasha Public Library*.



*BF Carter excursion boat going through the locks. Menasha Public Library.*



*Valley Queen excursion steamboat. The Valley Queen would travel through Little Lake Butte des Morts as it traveled between the Appleton area and Lake Winnebago. Neenah Public Library.*

As roadways and automobile and train travel became more prevalent, the river became more active in excursion boat travel. The area was home to several different types of boats including steamboats, sternwheelers, and paddle wheelers. One of the more famous excursion boats was the *Valley Queen*. This boat would make its trip up and down the Fox River, entertaining guests with music and dancing. Many older residents recall this boat and fondly remember taking these boat trips. Some of these trips were to the Oshkosh area and others would include stops in the Town of Menasha at Stroebe's Island.

A revival of the excursion boats was attempted in the 1980s in the Fox Valley with the launch of the *Valley Queen II* and the *Spirit of the Fox*; however, that did not catch on quite as well as it did years ago.

**SOURCE:** *Menasha Register*

LOCAL BUSINESS HISTORIES

WHERE WOULD WE BE WITHOUT THE BUSINESS  
GROWTH.....



As roadways and automobiles and train travel became more prevalent, the river became more active in excursion boat travel. The area was home to several different types of boats including steamboats, wheelers, and paddle wheelers. One of the more famous was the Valley Queen. This boat would make its trip up and down the river with a host of passengers. Many older residents can remember taking the boat up and down the river. The boat and others would not only provide a means of transportation but also a source of recreation.

A revival of the river as a means of transportation was not caught with the late 19th century. The river was not only a source of recreation but also a source of transportation.

*St. Louis excursion boat going through the locks. Menasha Public Library.*



*Valley Queen excursion steamboat. The Valley Queen would travel through Little Lake Butte des Moris as it traveled between the Appleton area and Lake Winnebago. Menasha Public Library.*

## AMERIPRINT GRAPHICS

AmeriPrint Graphics Inc. was founded May 1, 1992, as a result of the purchase and merger of two printing companies, AmeriPrint Printing and Metro Graphics Press. Both were founded and located the business in one section of a two section complex known as the American Center on American Drive. The business started with six employees, with a target market of one and two color commercial printing services for commercial customers in

## LOCAL BUSINESS HISTORIES

During the 1990's, the business expanded five times at the American Drive site, to today's size of 35,000 square feet and 50+ employees. Three times during the 1990's, AmeriPrint was recognized as one of the fastest growing printing firms in the United States. ***WHERE WOULD WE BE WITHOUT THE BUSINESS GROWTH.....*** printing to four-color services, digital print and marketing services

Today, AmeriPrint is celebrating 13 years of "Printing with Pride". Now serving a national market, over ninety percent of sales come from outside Wisconsin and include many Fortune 100 Companies, such as AT&T, FedEx and Citicorp. AmeriPrint has become known for high quality and rapid response to customers needs in short and medium run print and related services. In particular, the emphasis is on services that larger organizations do not want to provide due to run size, time and special requirements. Having won over 40 awards for print excellence and customer service in the last six years, AmeriPrint looks forward to continued growth in sales, employment and services, as we add our eighth and newest press.

SOURCE: AmeriPrint Graphics

# Local Business Histories

WHERE WOULD WE BE WITHOUT THE BUSINESS  
GROWTH.....

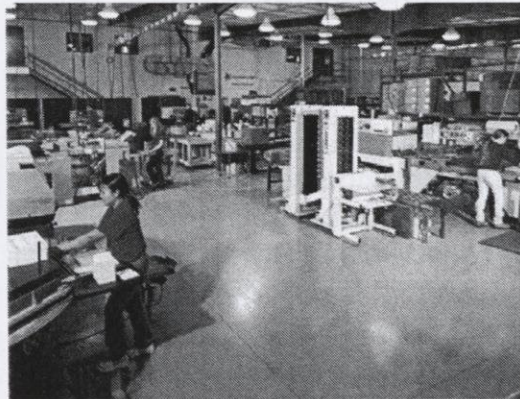
# AMERIPRINT GRAPHICS



AmeriPrint Graphics Inc was founded May 1, 1992, as a result of the purchase and merger of two printing companies, AmeriPrint Printing and Metro Graphics Press. Beth and Wayne Nemecek originally founded and located the business in one section of a two section complex known as the American Center on American Drive. The business started with six employees, with a target market of one and two color commercial printing services to commercial customers in North East Wisconsin.

During the 1990's, the business expanded five times at the American Drive site, to today's size of 35,000 square feet and 50+ employees. Three times during the 1990's, AmeriPrint was recognized as one of the fastest growing printing firms in the United States. The range of services grew from one and two color printing to four-color services, digital printing and mailing and finishing services.

Today, AmeriPrint is celebrating 15 years of "Printing with Pride". Now serving a national market, over ninety percent of sales come from outside Wisconsin and include many Fortune 100 Companies, such as AT&T, FedEx and Citicorp. AmeriPrint has become known for high quality and rapid response to customers needs in short and medium run print and related services. In particular, the emphasis is on services that larger organizations do not want to produce due to run size, time and special requirements. Having won over 40 awards for print excellence and customer service in the last six years, AmeriPrint looks forward to continued growth in sales, employment and services, as we add our eighth and newest press.



**SOURCE:** AmeriPrint Graphics

## ARCWAYS INC.

In 1966, Donald Stilp was working as a general contractor building a home for John Boehme who wanted a curved stairway which Stilp had never done before. Stilp researched the idea, built the staircase at an offsite location, transported it to the Boehme home and assembled it there. Both men saw the potential in this idea and soon formed Arcways Inc.



**Example of spiral staircase manufactured by Arcways. Arcways.**

Arcways Inc. outgrew the location in Neenah and soon opened up a 100,000 square foot operation on Ehlers Rd. in the Town of Menasha. It is now operated by Donald Stilp's children, Tom Stilp and Sharon Stilp-Kressen, who have over 50 employees producing three hundred staircases each year.

**SOURCE: Arcways Inc.**

They opened up shop in a small building on Canal St. in Neenah and soon were marketing the staircases nationally. Standard curved staircases originally were about \$5,000 to \$10,000 each, with the company delivering 12 plus stairways a week. Now the stairways range from a median price of \$25,000 with some selling up to \$100,000! Homes are not the only recipients of these beautiful staircases; the company has started producing staircases for the luxury yacht market.

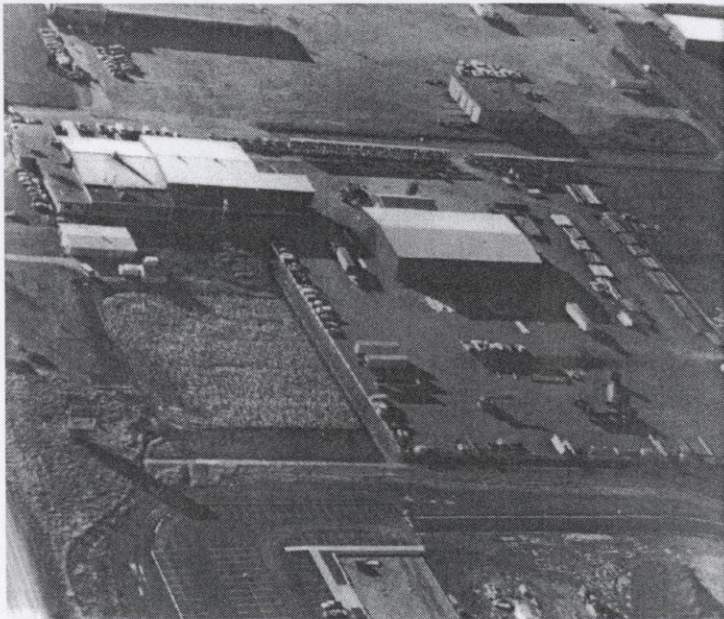


**Arcways Inc. facilities on Ehlers Rd. Arcways.**

## AZCO INC.

AZCO INC. commenced business in the Fox Valley in 1949 as a mechanical contractor offering traditional HVAC services. The founders settled on the name AZCO by signifying the company delivered services from A-Z. The name stuck through the years with brief deviations.

While initially concentrating on the pulp and paper market, AZCO expanded its reach to include power generation, food and beverage, metal casting and other manufacturing facilities. In 1953, responding to a large ventilation project, AZCO opened its first fabrication facilities. In 1956, AZCO landed the mechanical contract for Kimberly Clark's main office on Lake Street in Neenah.



From a location in Appleton, AZCO settled into its first Town of Menasha location off Highway 41 on Holly Road. The property is formerly farmland owned by the Sturm family. AZCO completed construction of its facility in 1963. Stories have circulated how horses from the farm roamed the property in the 1960s. The facility contained twice as much office and shop space as the previous structure occupied by the company.

**Aerial view of Holly Rd. location. AZCO INC.**

During the late 1970s and early 1980s, increased demand from the food and beverage and power industries led to the construction of separate stainless steel pipe fabrication shops and an expansion of its carbon steel pipe fabrication facility located at the same Town of Menasha property. The fabrication facilities and recently constructed warehouse facilities comprise over 50,000 sq. ft.

Looking to expand its reach beyond East Central and Northern Wisconsin, AZCO purchased Downey Company, a mechanical contracting company located in Milwaukee, Wisconsin. Downey engaged in more commercial work and allowed AZCO to broaden its services and geographical reach. AZCO held Downey through 1982, eventually selling the company to a management group based in Milwaukee.

In 1985, AZCO formed a holding company, The AZCO GROUP LTD. to purchase Hennes Erecting, Inc. of Appleton. Hennes Erecting provided heavy machinery moving, installation and steel erecting services. The combined firm, AZCO HENNES INC. could now self-perform a full range of services to an industrial marketplace including utilities, foundries, steel mills, food processing plants and breweries as well as chemical and plastic firms. AZCO INC. furnished a seamless approach to its industrial customers.

In the following years, AZCO INC. fine-tuned this concept. Briefly, the AZCO GROUP LTD. entered into the electrical construction market with the formation of AZCO ELECTRIC as a wholly-owned subsidiary. While modestly successful at first, the level of expertise required ran too far from AZCO's core competencies. In 1991 the AZCO GROUP LTD. dissolved this subsidiary. Shortly after, AZCO dropped the Hennes name and reverted to the simplicity of AZCO INC.

In 1997, AZCO INC. constructed a new metal fabrication shop in the Town of Greenville for the fabrication of ASME pressure vessels, tanks, chutes and heavy ductwork.

In the following year, a management team formed an Employee Stock Ownership Plan to effect a buyout of the remaining founder and majority shareholder, F. John Barlow.

AZCO INC., as an employee-owned company, has grown significantly since this buyout. In 2006, AZCO INC. has been named by *Engineering News Record* one of the top 20 power contractors in the U.S.

One final page in the Town of Menasha relationship involves the move of its corporate offices in 2001 from the west side of Little Lake Butte des Morts to the east side at 806 Valley Road.

The construction yard and shops remain on Holly Road, but now we have bridged both sides of the town. AZCO INC. enjoys its connection with the Town of Menasha and looks to remain for a long time.



**SOURCE: AZCO INC.**

## BADGER HIGHWAYS

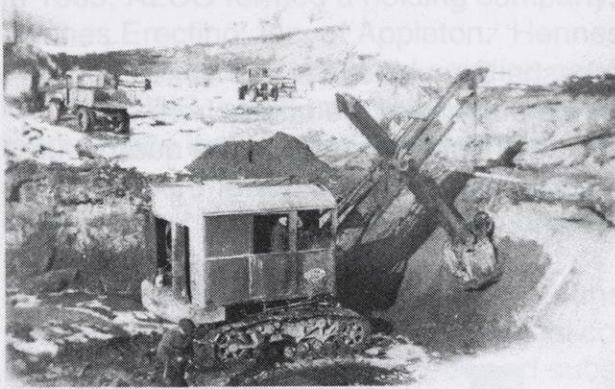
Badger Highways had its start as the Menasha Quarry. In the late 1920s, Clarence Petersen and his four brothers had purchased the quarry from Ole Jorgenson. The Petersens made several major improvements to the quarry such as building a new crusher house and bringing in electricity to power the new equipment. This would replace the mules and old Fordson tractor.



**Photos showing work at Menasha Quarry. Clarence Peterson, quarry owner, on the left photo. *Clarence Peterson.***

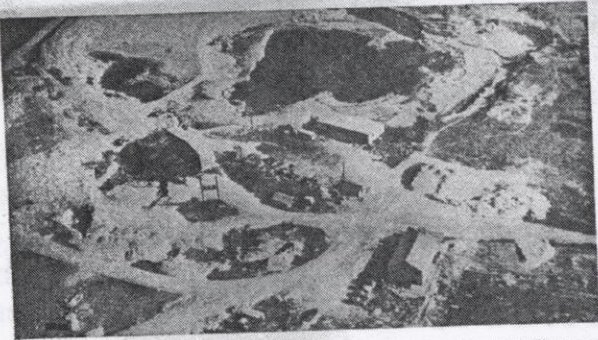
The quarry did have a house on the property which Clarence and his family resided. Clarence's wife was not too happy about living among the trucks, dust and noise at the quarry. Clarence had built a foundation for the house to be moved, just south of the quarry. Two years had passed and the family was still living on the quarry. That was until a stone flew threw one of the children's bedroom windows and Mrs. Petersen packed up the kids and moved into the Menasha Hotel. It didn't take too long after that, and the house was moved. It still stands today at 790 9<sup>th</sup> St.





Work at the Menasha Quarry, circa 1940. *Clarence Peterson.*

Business was going quite well for the quarry until World War II. Parts and trucks were almost impossible to get, and all building came to a halt. Demand for stone was very small, the quarry operated on a very limited basis. When the war ended, Clarence's brothers decided that they wanted no more part of it. Fred and Clarence Petersen continued to operate it for several more years until it was sold to Burt Hosterman.



Quarry operation as seen from the air — Original quarry was located on state geological maps in 1873 as a source of stone — present management became active at this location in 1947.

**BADGER HIGHWAYS HAS BEEN DOING BUSINESS IN MENASHA SINCE 1940—IN THE VALLEY SINCE 1925.**

- WINNEBAGO COUNTY AIRPORT RUNWAY PROJECT COMPLETED IN 1947 — Badger Highways built runways 10,750 ft. long by 160 ft. wide, a total area of 120,000 sq. yds. A special bituminous runway construction process was used for the first time in the United States; the process originated in England.
- AT PRESENT BADGER HIGHWAYS is engaged in two other projects which are close to Menasha, the OUTAGAMI COUNTY AIRPORT and HIGHWAY 10.

— STONE SIZES FOR EVERY PURPOSE —

● RUBBLE STONE ● SEWER PIPE ● ASPHALT ● CONCRETE BLOCKS ● ROAD STONE  
HOT ASPHALT FOR STREETS, HIGHWAYS, IN DUSTRIAL PARKING LOTS, ETC.

**BADGER HIGHWAYS CO. INC.**  
APPLETON RD. — MENASHA

The quarry was renamed Badger Highways and continued to operate for many years as an active quarry. As the surrounding area developed, neighbors complained about the blasting and dust. The quarry stopped operating as such and now is used for storage of raw materials and for making asphalt. Badger Highways is presently owned and operated by Harold and Steve Gensler.

SOURCE: Clarence Peterson

1953 newspaper ad. *Appleton Post-Crescent.*

## **BOY SCOUTS OF AMERICA – BAY-LAKES COUNCIL**

The Bay-Lakes Council, as it is known today, was once called the Valley Council, serving youth in Appleton, Menasha, Neenah and the smaller surrounding communities. Boys who were in the scouting program attended summer camp at Gardner Dam Scout camp along the Wolf River in White Lake, Wisconsin.



**Bay Lakes scouts in Memorial Day parade 1957. Alice Weber.**

In 1973, the Valley Council merged with five other councils to form the Bay-Lakes Council. Those five councils were the Nicolet Council, headquartered in Green Bay; Twin Lakes Council, headquartered in Oshkosh; Badger Council, headquartered in Fond du Lac; Waumagasako Council, headquartered in Manitowoc and the Kettle Moraine Council, headquartered in Sheboygan. Each council had its own summer camp, and the Bay Lakes council retained and maintained all but one of those properties.

In deciding on what to call this newly formed council, three names were considered: the Eastern Wisconsin Council, Northeastern Wisconsin Council and the Bay-Lakes Council, which was eventually chosen.

Today, the Bay-Lakes Council serves over 40,000 young men and women in Cub Scouting (boys in first through fifth grades), Boy Scouting (boys 11-17), Venturing (young men and women 14-20), and Learning for Life, (boys and girls from 1<sup>st</sup> through 12<sup>th</sup> grades).

It operates two Boy Scout camps in Bear Paw (Mountain, WI) and Gardner Dam, a Cub Scout Resident camp, Camp Rokolio, just east of Kiel, WI and two short-term weekend camps, Twin Lakes and Camp Maywood Wilderness.

The council's main headquarters was originally located in the Town of Menasha on Midway Rd. next to Maplewood Middle School. The headquarters, now called the Center for Scouting, is located at 2555 Northern Road, in the Town of Menasha just off of Highway 41 at the Prospect St. exit.

**SOURCE: Bay-Lakes Council**

SOURCE: Lisa Howard

## CENTRAL TEMPERATURE AND EQUIPMENT

Chuck Martinke started Central Temperature and Equipment Service Inc. in Appleton in 1972. He operated the business for the next six years when he sold it to Jerry Brow. At that time, the business focused on service and replacement work for commercial and industrial customers. In 1981, the company moved to its current location on American Dr. in the Town of Menasha. In this same year the company expanded into sheet metal work and commercial contracting. The following year the company purchased Better Home Heating & Air Conditioning, adding residential lines to its business.

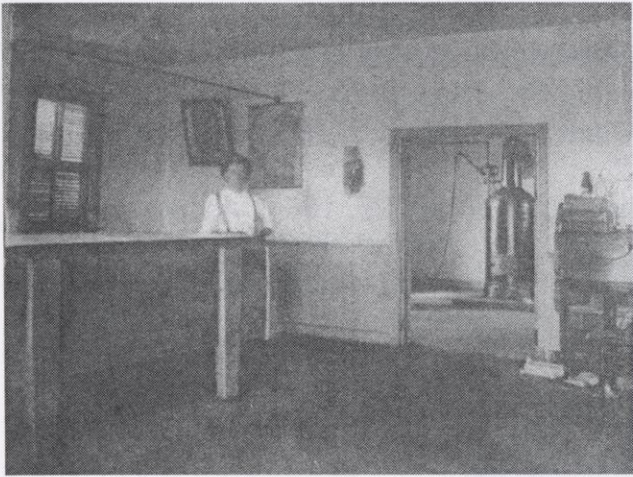


**Central Temperature and Equipment Service vehicles in front of the American Dr. location. *Central Temperature and Equipment Service Inc.***

Today, Central Temperature and Equipment Service Inc. is a heating, ventilation, air conditioning, refrigeration, full service and installation contractor for commercial, industrial and residential customers.

**SOURCE: Central Temperature and Equipment Service Inc.**

## CLOVERLEAF CHEESE FACTORY



**Interior of Cloverleaf Cheese Factory, circa 1896. Lisa Howard.**

Grimes had come to the United States from Ireland and had settled in an area of the Town of Menasha known as the Irish Colony. He had purchased 160 acres from the U.S. Government at \$1.25 an acre. Grimes had operated a farm and got into the cheese making business at the suggestion of a friend. William was also very active in the community as a member of the county and school boards. The business had struggled somewhat with the loss of cheese makers to the draft and the loss of William's wife to blood poisoning.



**Cheese Factory, circa 1900. Lisa Howard.**

The business changed hands several times until it was purchased by Ed Huebner in 1950. Huebner continued to make cheese until 1995 when his health declined. Huebner changed the factory into a retail store and sold the business to Lisa Howard ten years later. Huebner was very glad that the store was returning to its roots and back with the Grimes family.

**SOURCE: Lisa Howard**

## EVERGREEN CREDIT UNION

Evergreen Credit Union was incorporated on March 28, 1958 as Wisconsin Tissue Employees Credit Union with 37 members. The first "credit union office" was "Mike's Cubby", which was accessed by going through the boiler room past the paper machine. Later, business was conducted from the nurse's station at Plant 1.

We moved into the Ehlers Road location on February 25, 1984. Assets were \$1.9 million, and the membership was 1175. An addition of 2300 sq. ft. that more than doubled our floor space was completed in February 1995. At that time assets were \$7.7 million and our membership was 2230.



In November of 2002, our members approved a charter change allowing membership to people living or working in Outagamie or Winnebago Counties, and they also approved the name change to Evergreen Credit Union.

**Evergreen Credit Union on W. American Dr.  
2006. Author.**

With the name and charter change, we made a strategic commitment to continue providing outstanding financial services to our current members and to reach out to serve potential members in the Valley and beyond. Our mantra is "Helping People Succeed" and we are committed to be good stewards in the Town of Menasha both financially and environmentally, and we look forward to a long and mutually prosperous relationship.

**SOURCE: Evergreen Credit Union**

## FOX TIRE CO.

Fox Tire can trace its roots back to 1958 when it was located at 1653 Appleton Rd. Herman Ripp joined the business in 1964 as the manager. At the time Fox Tire was a floundering business which had gone bankrupt four times. Ripp began working late hours and had eventually turned the business around. Ripp bought the business in 1973, and the business has grown and now has a location in Stevens Point.

The Appleton Rd. location was on the route of the planned Tri-County Expressway and the property had been purchased by Winnebago County in order to preserve the right-of-way for the future highway. Ripp had leased the property back from the county until the time would come to vacate. That time arrived in 1988.



Original location on Appleton Rd. *Fox Tire.*



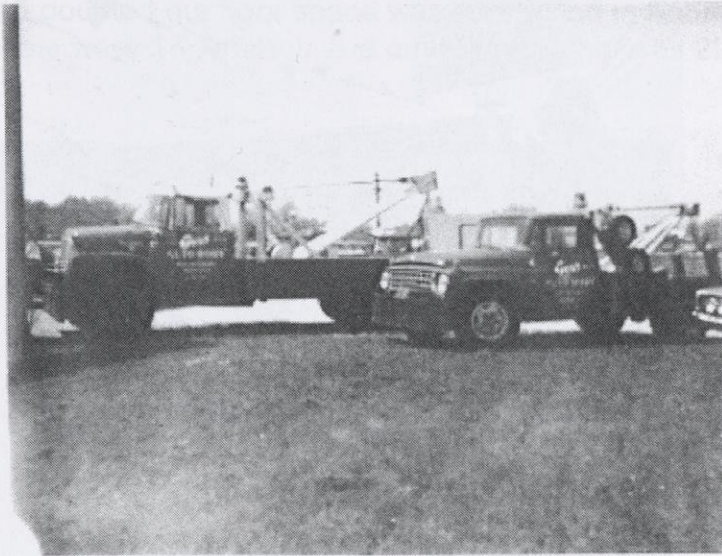
Ripp was looking for new land to construct a larger shop, and his wife spotted some property for sale at the intersection of Valley Rd. and Appleton Rd., just down the road from the current location. This was the site of the former McClone Lumber Company. Ripp purchased that land and constructed his new shop.

Ripp operated the business until 1993 when his children, Tim and Cindy, took over and continue to operate it today.

**SOURCE:** Ripp family

## Goss Auto Body

Goss Auto Body was started out of the "old" Goss family barn on Manitowoc Rd. in 1962. At the time, 22 year old Tim Goss had purchased a wrecker to haul some of his vehicles and those of friends. Goss would rebuild and fix these vehicles in his spare time. Two years later, Goss purchased some land from his parents on Manitowoc Rd. in the area of present day Sterling Heights, near the radio tower, and he had plans on building a shop at that location; however, he couldn't get the land re-zoned from its agricultural classification.



In October of 1964, Goss had found a body shop on Main St. in Menasha that was going out of business. He rented this building and quit his full-time job. Goss remained at this location for three years before moving to the Town of Menasha at his present location. At the time he was operating a collision repair and towing business.

**First set of tow trucks, circa 1967. Goss Auto Body.**

**Goss employees and tow truck drivers, L - R, Rod White, Dick Larson, and Bill Wismer.**

**Bill Wismer retired after working 36 years for Goss Auto Body.**

*Goss Auto Body.*





Goss was hesitant in getting into the towing business. He was afraid of getting “strapped” into work, as he had seen in his family’s dairy business, working from sun up to sun down. Goss was approached by the Menasha Police Department who had presented him with the opportunity to tow vehicles at the request of the police. He was told that he could “get a lot of business, fast”; however it would require being available 24 hours a day, seven days a week.

Goss began to tow vehicles and eventually towing became a big part of the company. Towing has its ups and downs, and there are times that Goss remembers sleeping in the office at night in-between calls.

In 1980, Tim and Sandy Goss purchased the property at Racine and Midway, which eventually became Midway Service Center, along with some property north of St. John’s cemetery on Racine Rd. They had purchased this due to the pending construction of the 441 expressway. The original plans were that the expressway was to take a section of the property, and they would be forced to relocate the offices. Winnebago County changed the expressway plans again and moved Midway Rd. to the north, through the newly purchased property, and Goss Auto Body remained at the present location.



**Goss Auto Body facilities, 2005.**  
*Goss Auto Body.*

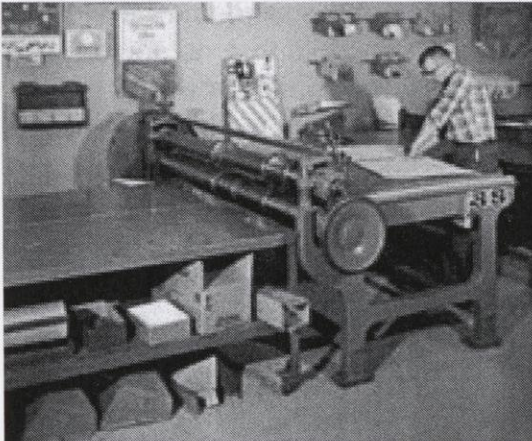
Tim and Sandy Goss started operations, with his brother Mickey Goss being the first employee, in the early 60s and it has evolved into 25 employees presently. Tim “retired” in 2001 and officially left the business in April 2005. Tim’s son Ron has taken over running the family business.

**SOURCE:** Tim Goss



## GREAT NORTHERN CORPORATION

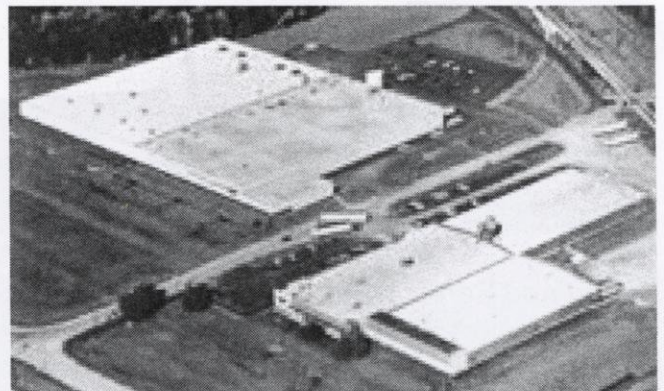
Great Northern Corporation was founded in 1963 by three “30 something” men who were employed elsewhere at the time. Robert W. Brown, J. James Davis, and John V. Manning had plans to manufacture and market corrugated shipping containers and packaging material. Initially, these men had no facility to work at; they worked out of a Neenah insurance office using borrowed space and clerical staff.



Within a year, they announced plans to construct a production facility along USH 41 in the Town of Menasha. The facility doubled its size between 1964 and 1967. Growth, continued and in 1976, they constructed another facility just north and across the street from the present one, this time 80,000 square feet, to house another corrugating operation.

The need for stronger boxes brought the company to develop V-Board and Contour. V-Board is a protective material designed to protect the edges and corners of packages from shipping damage, as well as addressing the need for added strength. Contour is a laminated material used extensively in the furniture industry, and it is also used in making heavy-duty containers. Great Northern entered the plastics market in the 1970's and began to produce protective packaging material made of molded plastics that would fit the shape and size of particular products.

What began as Great Northern Container, with the intention of manufacturing plain old brown boxes, has now evolved into a whole new array of shipping packages, and new name, Great Northern Corporation, to better identify its mission.



**Great Northern Corporation, 1986.**

**SOURCE: Great Northern Corporation**

## HAYES MANUFACTURING

Hayes Manufacturing was established in 1968 by John Hayes. Hayes manufactures paper tubes and cores, for a wide variety of markets, in most any size diameter and thickness. The original plant was located on Winchester Rd. and had nine employees. This facility was later purchased by Wisconsin Tissue Mills, now SCA.

Through the years, the business grew and diversified. Business ventures included the manufacture of composite cans and edgeboard, as well as a Paper Resource Division which made headers.



The main plant moved to its current location on Independence Dr. in 1989. A separate facility in Greenville was started up to manufacture composite paper cans.

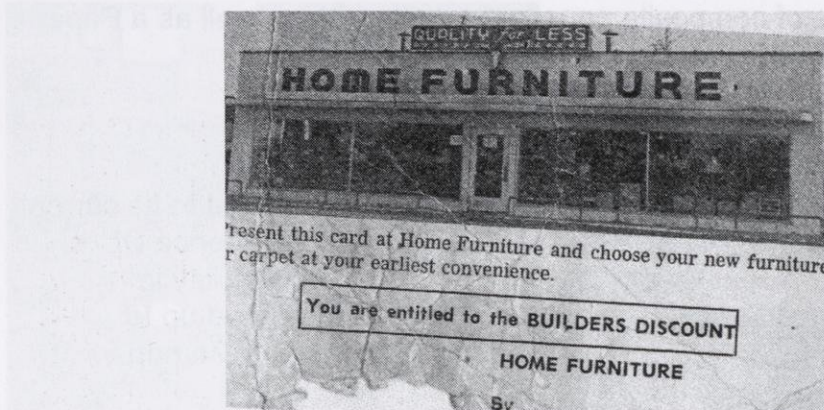
### **Hayes Manufacturing on Independence Dr. 2006. Author.**

Mr. Hayes developed a world class facility with a reputation for outstanding customer service. He was succeeded by three of his sons, Jim, Don and Bob who continued to grow and nurture the business. The business became part of Sonoco Products Company in 2001.

**SOURCE: Hayes Manufacturing**

## HOME FURNITURE

In 1949, Henry J. Patzner opened Home Furniture in downtown Appleton. Due to problems with customers having to put coins in the parking meters all the time (especially the farmers), Henry opted to move his store. The following year, Henry built his own establishment on the corner of Hwy 47 and Valley Rd. in the Town of Menasha. Henry's store was known as the first "highway store" in Wisconsin.



Portion of Home Furniture advertisement, circa 1955. *Home Furniture.*

At the time, Home Furniture was amongst cornfields, cow pastures, farms and hunting woods. In fact there were cows right outside the back door of the 5,000 square foot building. Henry and his wife Clara hired their first employee, Russ Kreuzman, to help with warehousing and deliveries. Russ worked for Home Furniture for the next 40 years, retiring in 1993. A second faithful employee was a brother-in-law, Charles Cassidy, who was store manager for many years.

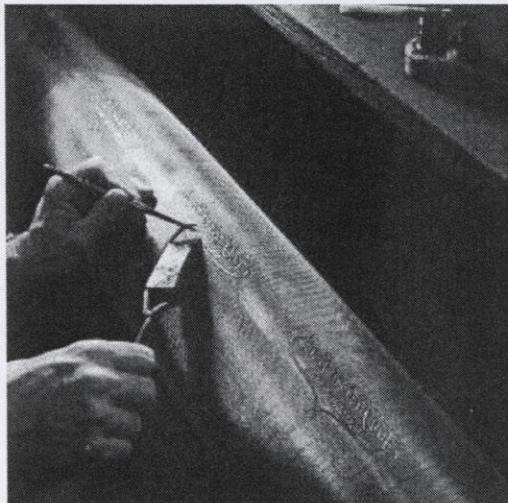
Five years after opening the new store, Henry expanded it to 10,000 square feet of showroom and eventually to 21,000 square feet over the past 56 years. Gene Patzner, who took over the store in 1976, was instrumental in getting Home Furniture to host the only La-Z-Boy Gallery in the Fox Valley! Home Furniture continues to be one of the fine examples of family-owned businesses in the Town of Menasha.

**SOURCE:** Home Furniture

## JJ PLANK

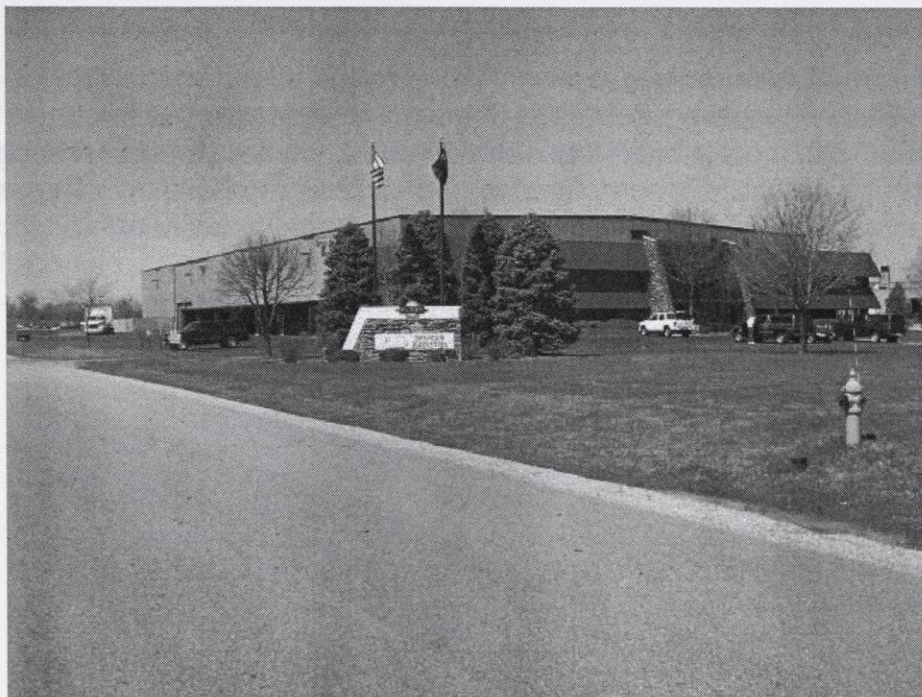
After graduating from high school, Joseph J. Plank worked as a designer for Appleton Screen Plate Company. Screen plates were frames upon which silk mesh was stretched and blocked with touché to allow ink to pass through printing the watermark design or sign. While delivering screen plates to Fox River Paper and Gilbert, he noticed that dandy rolls, upon which these plates were affixed to, were arriving from Europe and the east coast in damaged condition. Papermakers had long waits for repairs, and Joseph thought that if he could fix the dandies himself, this could be a good business opportunity.

In the fall of 1907, Joseph borrowed \$500 from his wife's relatives and started his own business in Appleton. Due to increased demand the business grew steadily and two employees, Rose Kolitsch and her brother Anthony, were added the following year. At the time, the watermarks were hand sewn on the seams by Anthony.



**Watermark sewn onto a seam.**  
*JJ Plank.*

In the 1920s, structural trusswork for each dandy was still hand-formed to make a lattice network of jointed members. Covers were sewn in place with a "baseball stitch". Working from an approved piece of artwork, they had to manually bend wires into the required shapes. For wire marks, the handmade wire designs were carefully sewn to the cover after it was seamed to the roll. To create shaded watermarks, the handmade wire designs were affixed to brass plates and filled with solder to make the necessary shading. This plate was then pressed into a cover before it was sewn onto the roll.



**JJ Plank headquarters on Watermark Ct. 2006. Author.**

JJ Plank had gone through some tough times, and it is said that surviving WWII was pretty significant – due to the labor and material shortages. At the time the plant manufactured tank parts for the war.

Growth was tremendous in the 1960s and early 1970s. This was largely due to the Beloit Corporation building paper machines all over the U.S. Sales grew drastically due to the connections with Beloit. This growth led to the purchase of another dandy roll manufacturer, Spencer Johnston in the 1980s.

Today, JJ Plank is the world's leading producer of dandy rolls and watermarks and has annual sales between \$18 and \$20 million.

**SOURCE: JJ Plank**

**SOURCE: Home Furniture**

## JAHNKE AUTO PARTS, INC.

Jahnke's Auto has been a family operated business since its origins in 1918. It was then that August Jahnke opened up a livery stable, Model T rental and salvage yard on College Ave. in Appleton in the area of the present Radisson Hotel. August operated at this location until he moved to a larger location on Richmond St. in 1923.



**Jahnke's Auto Salvage on Valley Rd. 2006. Author.**

In 1930 August Jahnke purchased 4 acres of land on Valley Rd, which was USH 41 at the time, in the Town of Menasha. It was there that he constructed a new and larger building for automobile repairs and a much larger yard for his salvage operation. The family later purchased some land across the street; however, they never expanded the salvage operation on that land, instead constructing storage rental units.

August operated the business until 1947 when it was taken over by his son, Clarence. Clarence operated until he passed it on to his son, Gordon, in 1972. The company lastly switched hands in 2002 when Gordon's son, Ronald, took over the business.

**SOURCE: Gordon Jahnke**

## KIMBERLY-CLARK CORP.



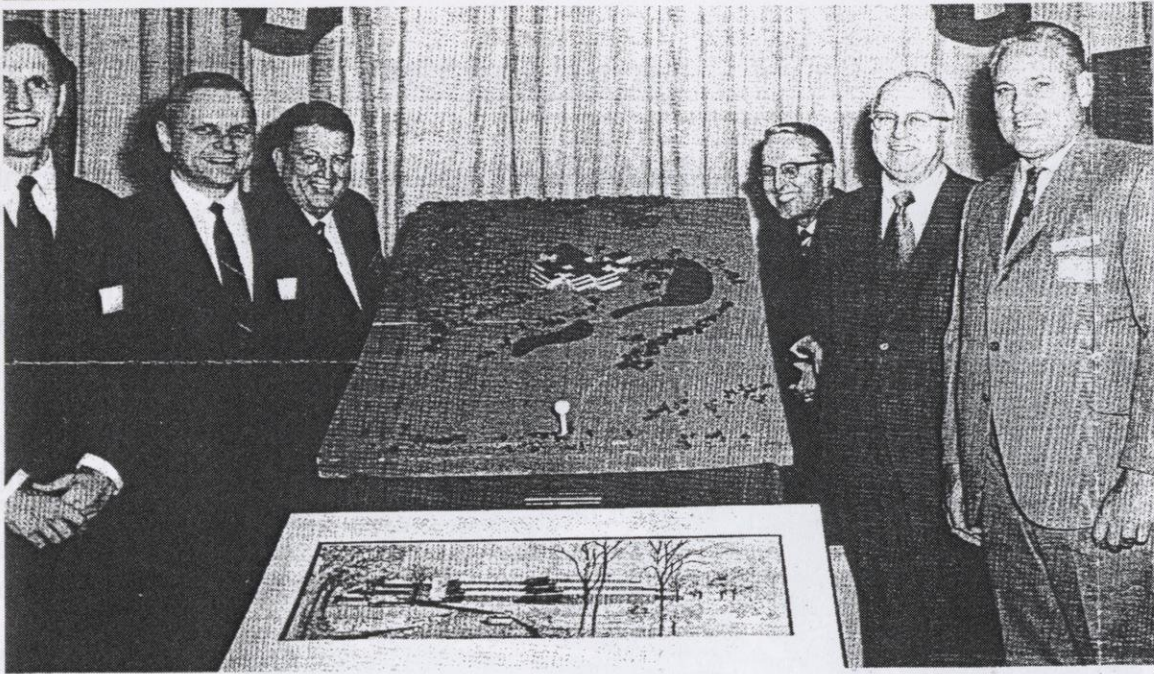
On March 26, 1872, Kimberly, Clark & Co. was formed by four men: John A. Kimberly, Havilah Babcock, Charles B. Clark, and Frank C. Shattuck. The company built its first mill, "Globe Mill", in Neenah which is the first mill in Wisconsin to make newsprint entirely from linen and cotton rags.

Kimberly, Clark & Co. aggressively entered the paper-making business for the next several years. Along with other investors, they formed the Atlas Paper Co. and build a large mill in Appleton. Several other mills are built during the late 1800s, including the Vulcan Mill located next to the Atlas Mill in Appleton. These mills would later be converted to the Paper Science Museum in 2005. During this time, Kimberly, Clark and Co. became the leading paper producer in the Midwest.

The company was reorganized in 1906 and incorporated as the Kimberly-Clark Co. Up until this time, Kimberly-Clark's primary focus was paper making. In 1915 Cellucotton was developed. This was originally intended to serve as bandages and wraps during World War I. The Red Cross nurses began using these bandages as sanitary napkins. This caught on with the rest of America, and the product was re-named Kotex for "cotton texture" in 1920.

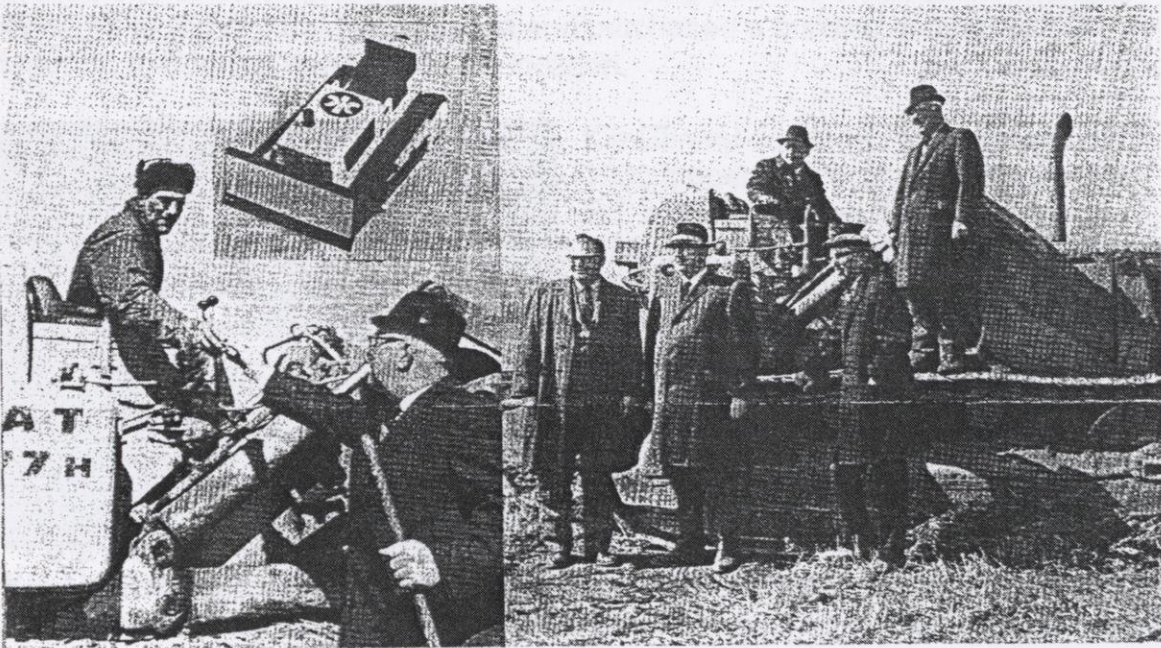
Shortly after the introduction of Kotex, another one of Kimberly-Clark's most successful products was developed. Kotex had an unused byproduct of creped paper wadding. Originally, Kimberly-Clark was going to use this wadding as filters for gas masks in World War I. The plan was to try to iron out the fluffy wadding to make it a thinner material. Researchers found that this product worked well in removing cold creams from faces. The product was then marketed as a cold cream remover. Kimberly-Clark trademarked the name "Kleenex", which was derived from "clean", taking the "K" and "ex" from Kotex.

With these two highly successful products, along with the paper production, the company purchased more manufacturing facilities. This led them to the Town of Menasha in 1929, with the purchase of the Lakeview Mill from Sears, Roebuck and Co. which had been using the mill for the production of catalog paper.



you'll see these men around more and more: Jerome Sincoff, vice president, Hellmuth, Obata and Kassabaum, architectural firm that designed the new R&E Center; Oscar Boldt whose firm is the general

contractor for building the Center; Ron Evans and Bill Sheldon, project manager and architectural engineer of R&E; Harold Brehm, HOK's chief engineer, and Jack O'Haire, HOK resident engineer.

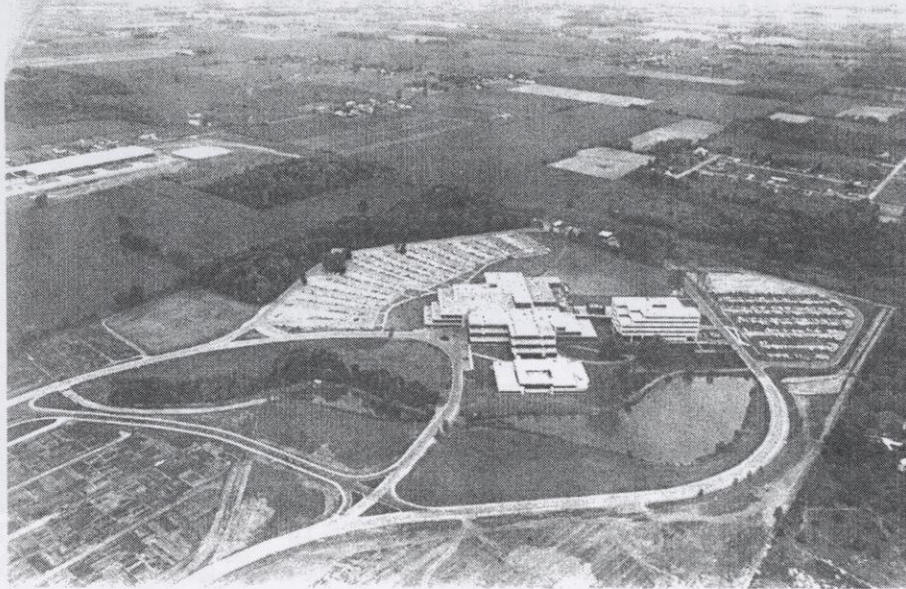


Participating in the ground breaking for the Center were Town of Menasha Chairman Roland Kampe, Ron Evans, Oscar Boldt, Bill Sheldon and V.P. F.H. Werling, who gave one of the souvenirs to

the real operator of the mechanical groundbreaker. The miniature version is in the inset.

**Kimberly-Clark and construction representatives at the announcement and groundbreaking of the new facilities on Winchester Rd., circa 1970. *Kimberly-Clark***





**Kimberly  
Clark  
Research  
facility, circa  
1981.  
*Menasha  
Public  
Library.***

In 1968 Kimberly-Clark entered the world of disposable diapers with the introduction of Kimbies. After several modifications, they became known as Huggies in 1978. This venture led to more construction in the Town of Menasha with the building of a facility for Huggies at the corner of Green Bay Rd. and Chapman Ave. in 1971.

Kimberly-Clark had also constructed an office facility on N. Lake St. next to the Lakeview Mill in 1956 to house their worldwide corporate headquarters. The approximately 100 acre site served as the location of the old Hanke Brick Yard prior to the turn of the century. The headquarters remained in the Town of Menasha until 1985 when it was relocated to Dallas. The Town of Menasha was to remain the operations headquarters and proving grounds from Kimberly-Clark managers. A large research and engineering office complex was constructed on Winchester Rd. in 1971, on the 150 acre site of the old Hugo Salm farm. Additions to that facility were completed in 1981 and 1993.

The Town of Menasha area still has the largest number of Kimberly-Clark employees in the world.

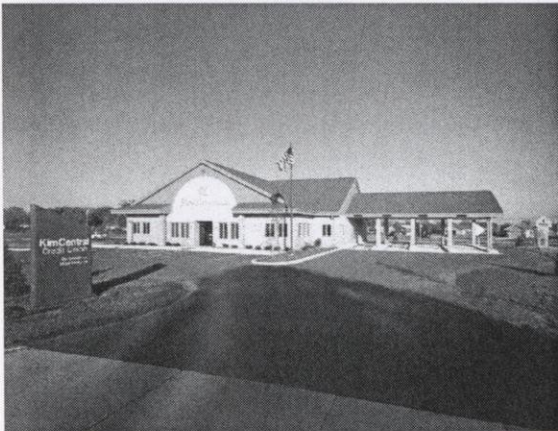
**SOURCE: Kimberly-Clark Corporation**

## KIMCENTRAL CREDIT UNION

In September of 1934, a bulletin board notice was posted on the boards within Kimberly-Clark for interested parties to attend a meeting in the girl's restroom of the Badger Globe Mill to learn more about forming the Main Office Credit Union. The employees did vote to form a credit union, and the first annual meeting was held on January 14, 1936 at the Badger Globe Counsel Room.

The first tellers operated right out of their desks at Kimberly-Clark. Their hours were from 4pm – 5pm Mondays, Wednesdays and Fridays. The first six loans granted to members totaled \$400. Four loans were for \$50, and two were for \$100, providing no collateral. The interest rates were all 12%. In 1938 the Main Office Credit Union approved the first real estate loan for \$2,500 for a construction loan on a home valued at \$8,500.

In 1966, the credit union began offering services to members from two locations, one located across from the KC Main Room and the other in room 110 at KC North. In 1973, the credit union board made a strategic decision to open membership eligibility to all KC employees. Up until this time, membership was available to office employees only. The following year the credit union changed its name to KimCentral Credit Union and purchased a building located at 315 Main St. to open its first full service location.



KimCentral continued to grow, and in 1990 it opened a branch on Winchester Rd. across from the Kimberly Clark offices. In 1994 it built a new main office, also located on Winchester Rd. in the Town of Menasha. The following year, membership was opened to the public and that was followed by branch locations in Appleton, Neenah and Menasha High Schools and another one on the east side of the Town of Menasha.

**KimCentral location on Winchester Rd.**  
*KimCentral.*

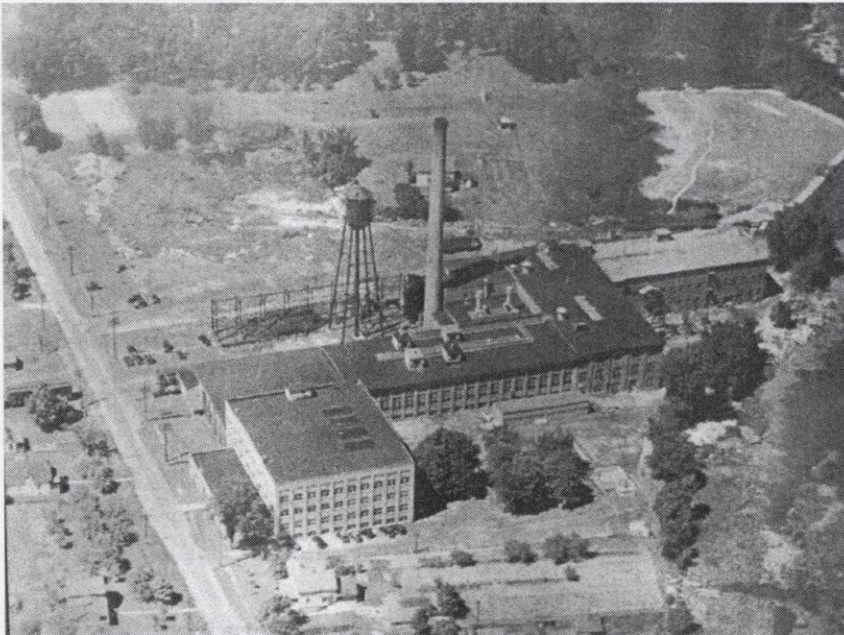
**SOURCE: KimCentral Credit Union**

## LAKEVIEW MILL (CELLUTISSUE)

In doing the research on this book and businesses in the Town of Menasha, it is believed that building housing the current CelluTissue on N.Lake St. is the first industry in the Town of Menasha.

In 1848, Soloman Davis purchased 40 acres of land on which the Lakeview Mill now stands from the U.S. Government for \$1,043.50. The future Lakeview parcel was sold to a Mr. Jourdain for \$300 the following year. In 1868 Kimberly & Co. built the Reliance Mill, a 40 feet by 75 feet limestone structure to house flour milling operations across the lake from this land in Neenah. A few years later the Globe Mill was built next to the Reliance Mill.

The property changed hands many more times and was bought in 1910 by the Neenah Industrial Association with the intent to construct a mill on this land. Development of the Lakeview property as an industrial site was not practical until after the turn of the century. Although situated on a large body of water which may be used for process purposes, there was not a sufficient elevation drop or otherwise, current of water flow to provide the power necessary to drive machinery. Power transmission technology through the late 1800s was generally limited to water-wheel driven line shaft configurations. Machinery was belt or chain-driven by the line shafts. Technology changed with the introduction of steam powered engines which could be used to drive electric generators. This made it possible to develop other sites, such as this one, for industrial development.



**Lakeview Mill, circa 1935. *CelluTissue.***

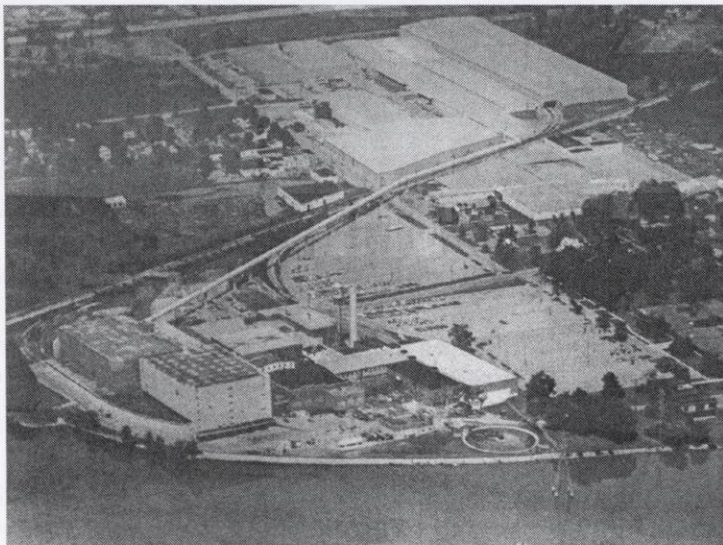
Construction began in 1911 on what was to be named the Lake Side Paper Company. Additions continued for the next decade and in 1920, the mill was sold to Sears, Roebuck and Company and began to manufacture catalog paper.

In 1929, the Fraser Company Ltd acquired ownership of the mill along with the contract to continue production of catalog paper for Sears, Roebuck and Company. The Fraser Company transferred the catalog business to its mill in Maine, and the Lakeview Mill was shut down and offered for sale.

At the time, Kimberly-Clark had been contemplating the construction of a modern specialty papers mill and ultimately purchased the Lakeview Mill. The mill remained shut down for the remainder of the year as major renovations and new construction ensued. This was also the same year as the stock market crash. In 1930 Lakeview Mill began production for Kimberly-Clark and employed 215 people, most of who were brought over from the Atlas and Neenah mills.

The next decade saw the introduction of creped wadding which is used to make Kotex. Lakeview Mill became a major part of the production of this product. New machines were added and many more expansions were made to the mill. The 1940s saw the introduction of Kleenex, another product of creped wadding.

Several more machines were added to the building and Lakeview began production of both of Kimberly-Clark's major products.



Warehouses were added in the 1960s, and the unique overhead conveyer/tramway was constructed from the mill to the warehouses on Chapman Ave. This tramway, dubbed the "Lakeview cannonball", displaced 90 truckloads per day of product being sent from Lakeview to the Kampo West Warehouse.

**Lakeview Mill, circa 1975. *CelluTissue.***

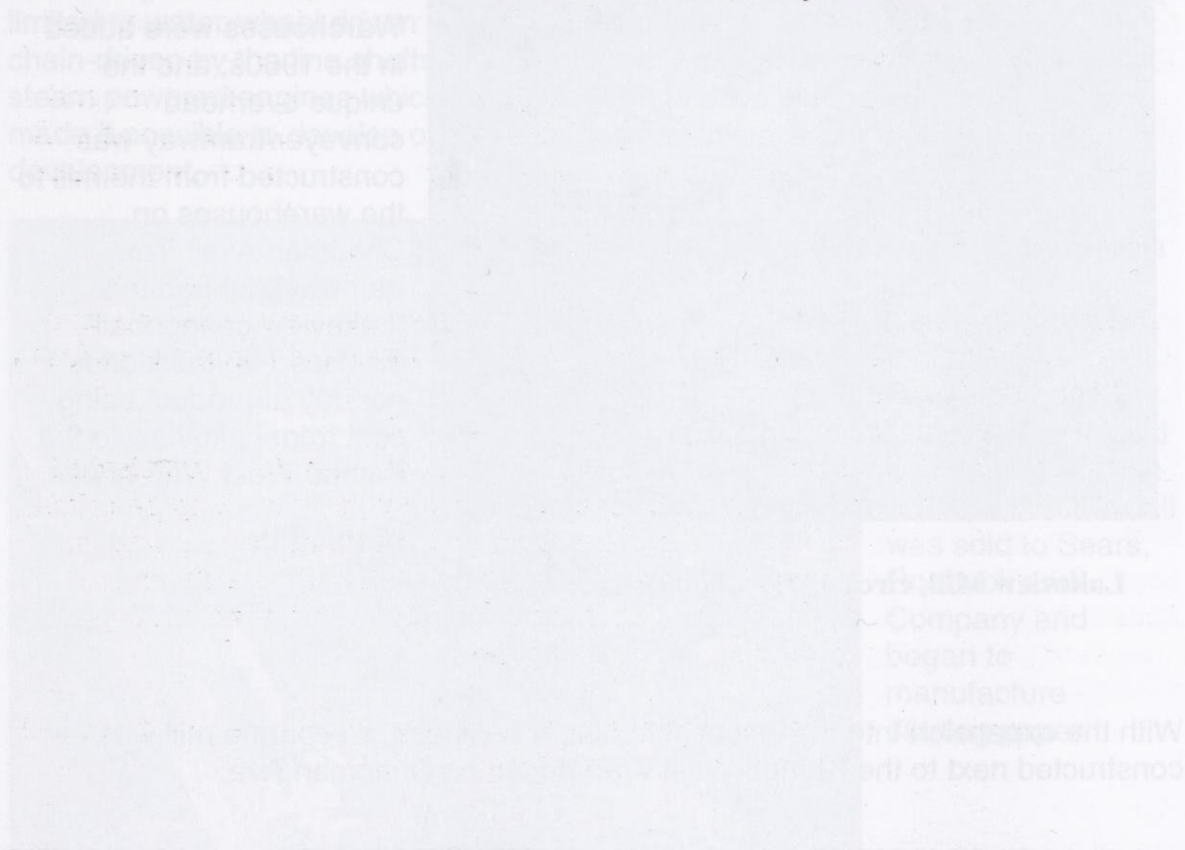
With the expansion into the disposable diaper business, a separate mill was constructed next to the Kampo West Warehouse on Chapman Ave.

SOURCES: Ron and Bob Luehke  
Tim Gross

The 1990s saw Kimberly-Clark's involvement in Lakeview Mill come to an end. In 1991, authorization was given to build a stand-alone facility solely for the production of feminine care products, to become the Neenah Coldspring Facility, also in the Town of Menasha on Coldspring Rd. Kimberly-Clark's merger with Scott Paper in 1995 meant that the new company would have to release some of the current mills. Lakeview was sold to American Tissue on November 22, 1996. American Tissue, at its peak, employed 270 people at Lakeview Mill. However, September 6, 2001, forever labeled "Black Thursday" for employees, saw the company abruptly file bankruptcy and shut down the mill. On February 28, 2002, Lakeview Mill is sold once again, and is purchased by CelluTissue for \$11 million. The tissue machines are restarted and multi-fold towels are brought online as well as various napkin lines.

Lakeview Mill continues to operate as CelluTissue. An interesting bit of history with the mill is a timeline that has been kept by employees since the mill was constructed in 1910. There is a small room off of the boiler room where employees have been writing significant events on the brick wall for almost the past 100 years!

**SOURCE: "We never had a water wheel – an unfinished history of Lakeview Mill."**



Lakeview Mill, circa 1935. CelluTissue.

## MIDWAY SERVICE CENTER

Dan Luebke operated a service and gas station at the corner of Third St. and Racine St. in the City of Menasha from 1951 to 1965. In 1965, the City of Menasha was rebuilding that intersection; and as a result, they expanded onto the property. This would have resulted in the loss of some service bays, which would greatly impact the business.



In 1965, Luebke moved his business to the corner of Racine Rd. and Midway Rd. in the Town of Menasha. He was soon servicing many of the companies in the area, including Banta Corporation, Earl Litho and Miron Construction. He continued to operate a gas and service station until his passing in 1982.

**Luebke Service Center, circa 1965. *Erv Luebke.***

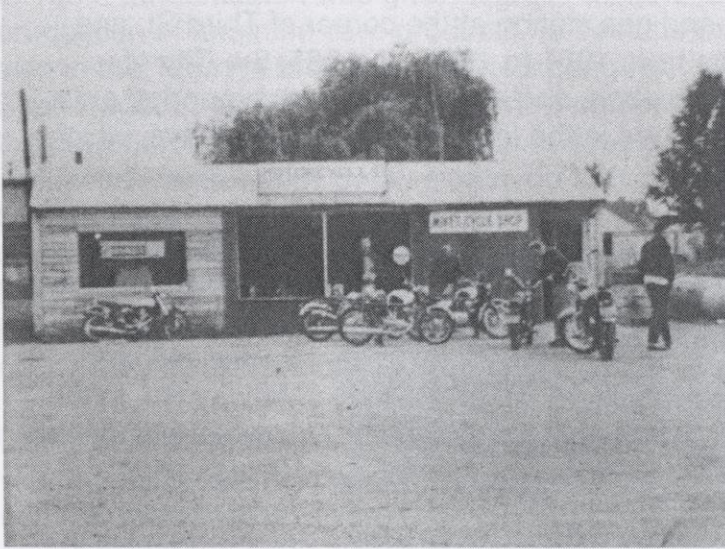
In addition to operating the service station, Luebke also served as the Menasha Police Auxiliary Chief. For many years, Luebke had stored the Menasha Police Auxiliary “duck” on his property.

Shortly after Luebke passed away, Tim Goss from Goss Auto Body purchased the property. At the time, Erv Luebke, one of Dan’s sons, was working part-time at Goss Auto Body, fixing the wreckers and other vehicles that would come in. Erv was hired on full-time and began working out of his father’s old station. According to Tim Goss, the service station wasn’t really planned for, but the business “just developed” and soon became quite busy.

The business moved to a larger facility around the block, on Sandelwood Dr., just behind Palisades Heating and Cooling and Goss Auto Body in 2003.

**SOURCES: Ron and Bob Luebke  
Tim Goss**

## MIKE'S CYCLE SHOP



**Old WWII Quonset hut building on Valley Rd. This was torn down to make room for present facilities, circa 1963. *Mike's Honda.***

Mike Kasper always dreamed of owning his own business. That dream started to unfold on March 1, 1961, when he purchased an old World War II Quonset hut on Valley Rd. This building originally was built by the United States to house the many soldiers that were returning from the war at the time. This building also served as home to Valley Glass and a small grocery store prior to Kasper purchasing it.

The first year, Kasper just focused on servicing motorcycles, and the following year he began selling Honda motorcycles. The business continued to grow and soon the need arose to build a new, larger building, which was done in phases between 1965 and 1971. A pole building was constructed in 1973 and a larger warehouse in 1980.



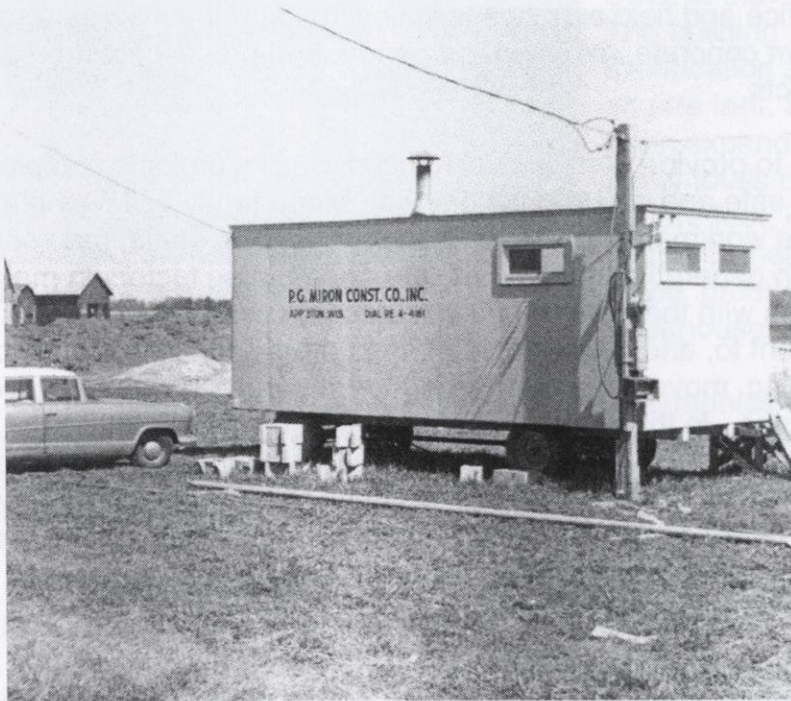
Mike's Honda Shop is the oldest Honda dealer in Wisconsin and ranks number three in longevity of any motorcycle shop in the state. Mike's carried Honda exclusively until 2001 when he added the Triumph motorcycle line. Mike's continues to grow, and a new service shop was just constructed this past year.

**SOURCE: Mike Kasper**

## MIRON CONSTRUCTION CO. INC.

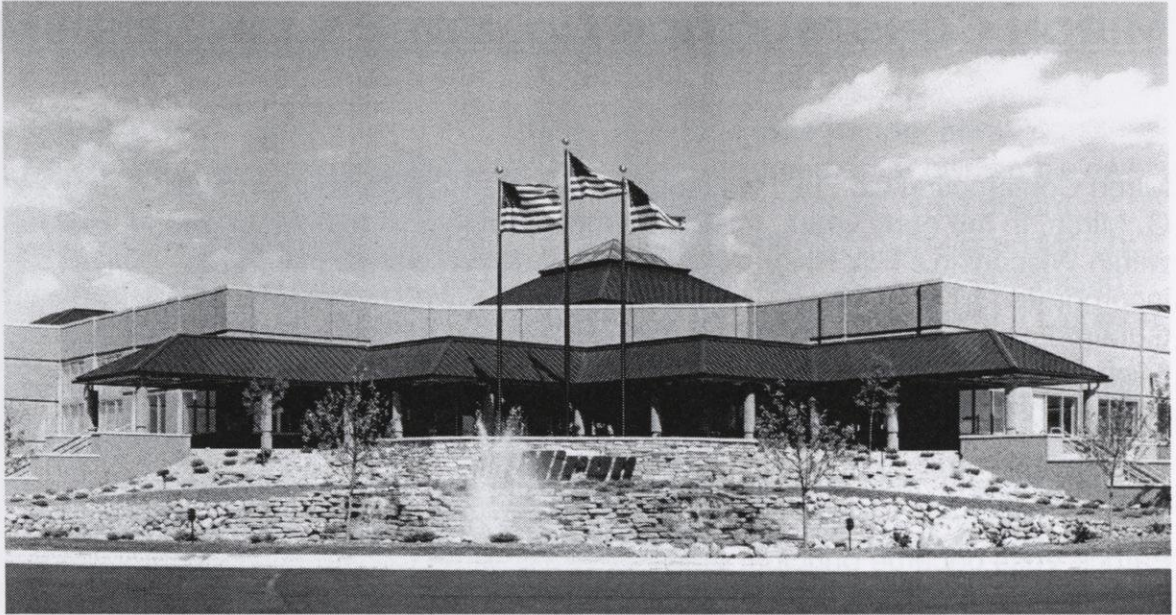
Miron Construction Co., Inc. was founded in 1918 by Canadian immigrant Patrick G. Miron. In the early years, most of Miron's projects were concentrated largely within Wisconsin's Fox River Valley. In 1949, Miron Construction was incorporated as P.G. Miron Construction Co., Inc. with five stockholders: Patrick G. Miron, Roland Kippenhan, David Voss, Sr., Harvey Netzel, and Karl Kuchenbecker. The company was operating out of an office at 139 N. Story St. in Appleton.

As the company grew, they relocated to a larger site at 806 Valley Rd. in the Town of Menasha in 1956. In 1979, Greg Kippenhan, David Voss, Jr., and Patrick Voss became principal owners of P.G. Miron Construction Co. Inc., and in 1990 the corporate identity was changed to Miron Construction Co., Inc. Today, Miron is one of the largest general contractors in the State of Wisconsin and ranks among the top 150 contractors in the United States. Miron is committed to building excellence into every project and provides construction management, design/build, general construction and industrial services to healthcare, commercial/retail, educational, industrial, religious, governmental/institutional, and environmental markets throughout the Midwest.



**Miron construction trailer, circa 1965. *Miron Const.***





**Miron Corporate headquarters. *Miron Const.***

Miron has experienced tremendous growth over the past decade, both in their size and the complexity and number of their projects. Although Miron is known for their complex, high-profile projects, such as the Resch Center Arena and the Lambeau Field Redevelopment project, they complete projects of all sizes. Miron has over 1,000 office and field employees statewide, and their skilled trades people self-perform concrete, masonry, carpentry, and precast erection on their construction projects.

Miron's mission is to provide competitively-priced, quality projects completed on schedule and in a safe and secure environment. Miron firmly believes that the dedication and fine workmanship of their long-term tradespeople, many of whom are third and fourth generation employees, are contributing factors in maintaining lasting relationships with their clients. Part of Miron's success also comes from its deep commitment to, and involvement in, the community. In 2002, Miron Construction Co., Inc. moved to a new larger headquarters on the west side of the Town of Menasha. In this same year, Miron was named "Business of the Year" by the *Appleton Post-Crescent* and the Town of Menasha. This award was presented to the owners of Miron for their business accomplishments as well as their philanthropic efforts in the Fox Valley, such as sponsoring events like The Fox Cities Marathon and Quarry Quest. Many of Miron's employees also serve on boards and committees and volunteer in local classrooms.

**SOURCE: Miron Construction Co. Inc.**

## OUTLOOK GROUP CORP.

Outlook Group Corp. is a true American success story. From the spark of an idea, Outlook has grown to provide printing, packaging and direct mail services for some of the largest companies in the world. Headquartered in the Town of Menasha, Outlook Group today has approximately 470 associates who together produce over \$75 million in products and services to clients across the globe.

Outlook was founded in 1977 by a group of investors who saw a need in the Fox Valley for a company that could handle direct mail projects for Banta Corporation. One of the investors owned a small print shop that became a part of the new company which was named "Mailing and Printing Services, Inc." (MPS). From its roots in the printing industry, a core competency that continues today, Outlook built a portfolio of services designed to handle client projects from start to finish.



**Outlook Group Corp., 2006. Author.**

MPS quickly outgrew its original location. A search for a new site resulted in the purchase in 1980 of approximately 14 acres of land located at 1180 American Drive in the Town of Menasha. The building that was built at this location started at 30,000 square feet. Since then it has been expanded five times and today totals over 345,000 square feet, including Outlook's headquarters, office, production and warehouse facilities

In 1982, the company name was changed to Outlook Graphics Corp. to better reflect its growth in size and scope. In 1984, Outlook added card converting equipment to print and collate cards for the popular Trivial Pursuit® games then produced by Banta Corporation.

In 1986, overwrapping equipment and a food-grade clean room were added so that Outlook could wrap and insert coupons and premiums into cereal boxes. This led to other types of food product packaging, such as the folding and overwrapping of napkins for Oscar Mayer's popular "Lunchables™" packages.

The next step was expanding the card-converting capabilities into other markets, including sports trading cards. Outlook started with NFL Properties in 1989 and added major card manufacturers: Fleer, Tops, Skybox and others, eventually becoming the largest non-licensed provider of trading cards in the country.

In 1989, Outlook again expanded its capabilities with the purchase of Olympic Label, a Menasha company that printed various types of labels, coupons and vinyl cards. The company was renamed Outlook Label Systems and this business continues to operate today at a nearby 83,000 square foot facility in Neenah, Wis.

A major milestone for Outlook Graphics was its April 24, 1991 initial public offering of 1,561,372 shares of common stock at \$11.50 per share. The offering raised \$16.2 million, which was used to reduce debt, expand the company's manufacturing facilities and purchase new equipment.

In the 1990s, the company added paper sheeting, UV coating, die-cutting, foil stamping and embossing capabilities, along with new presses and collating equipment. A 37,000 square foot paper converting plant was built in fiscal 1993 to warehouse paper rolls, convert them into sheets and ship them to the company's printing plant.

In 1994, the name of the publicly-traded company was changed to Outlook Group Corp. to better reflect the company's broader range of services.

During the period from 1997 to 2004, additional acquisitions expanded the company's capabilities in flexible packaging, paper sheeting, commercial printing, pressure-sensitive labels and tags and direct mail.

Challenging times for the printing industry beginning in 2000 led to a new growth strategy for Outlook Group. Management determined that to be successful in a highly competitive marketplace, the company needed to put less emphasis on individual projects and instead focus on leveraging its broad range of services into providing complete supply chain management services for clients. A key part of this strategy was refocusing the sales effort on longer-term agreements that would build strong client relationships and add stability to the company and its associates.

Outlook Group declared its first quarterly cash dividend payment of \$0.05 per share in September 2002. Cash dividends have been paid each quarter since then and the dividend was increased to \$0.06 per share in fiscal 2005.

In fiscal 2004, Outlook introduced an innovative new service, Showcase Postcards, an online postcard printing business that enables clients to place orders over the Internet.

Always seeking the newest technology, in fiscal 2005 Outlook purchased its first robotic system which was used in the production of a popular consumer product. Also in 2005 “digital” became the latest advancement in printing technology and Outlook was the first company in the Fox Valley to purchase a four-color digital press with coating capabilities.

The progress Outlook Group has made through its nearly 30 years was underscored with two major awards in fiscal 2005. The company received a “Benny,” the graphic arts industry’s largest and most prestigious worldwide printing award, and was named the “2004 Manufacturer of the Year” in the large company category by the Fox Cities Chamber of Commerce. Together, these awards highlight Outlook’s commitment to its clients, associates, shareholders and community.



**Outlook Group Corp.,  
circa 1990. Outlook  
Group.**

In March 2006, Outlook announced an agreement to be acquired by a private investment group that plans to continue to support the company’s growth strategies. With its strong foundation, high-quality services, industry-leading clients, dedicated managers and talented associates, Outlook Group is positioned for continued long-term growth and success as a leading Menasha company.

**SOURCE: Outlook Graphics**

## PALISADES HEATING & COOLING

Palisades Sheet Metal started in 1977 when Joe Viotto, an employee of Menasha Sheet Metal, opened up his own business. It was named after the Palisades area of the Town of Menasha where Viotto lived. The following year he was joined by two former Menasha Sheet Metal co-workers, Ken Birling and John Redlin.

Originally they rented a small shop on Coldspring Rd. for approximately a year until the current property became available on Racine St. Joe Viotto says that the company originally did heating, cooling and “eaves” or gutter installation. He isn’t really sure how the ‘eaves’ part fit in with the heating and cooling, but they did it all.



Newspaper ad, circa 1978. *Palisades Heating & Cooling.*

Joe Viotto remembers the big start of the business was when Pierce Manufacturing was building a 70,000 square foot addition to their Town of Menasha location, Palisades Heating & Cooling did all of the heating and cooling installation work. Palisades continued to serve Pierce Manufacturing for the next eight years. The business also developed a relationship with a lot of the local home contractors and did a lot of the work on new homes in the Fox Valley.

**SOURCE:** Joe Viotto

## PIERCE MANUFACTURING

In 1913, Dudley Pierce founded Auto Body Works with his father Humphrey. The company built after-market custom truck and bus bodies for Ford Model T and one-ton truck chassis. Originally housed in an old church building, the Pierces' added a ramp up to the second floor to be able to use the upstairs space as additional vehicle construction.

The company grew and was incorporated on March 27, 1917. Two new buildings were constructed in Appleton to accommodate this growth.



Over the next twenty years, the company's growth saw them enter the specialized utility body market, supplying electric companies, bakeries, breweries, furniture and food deliveries. Also during this time, the company was approached about a fire truck body to be built on a commercial chassis. The company grew steadily and began building fire trucks one at a time.

**Interior views of original Appleton plant, circa 1945.**  
*Pierce Mfg.*

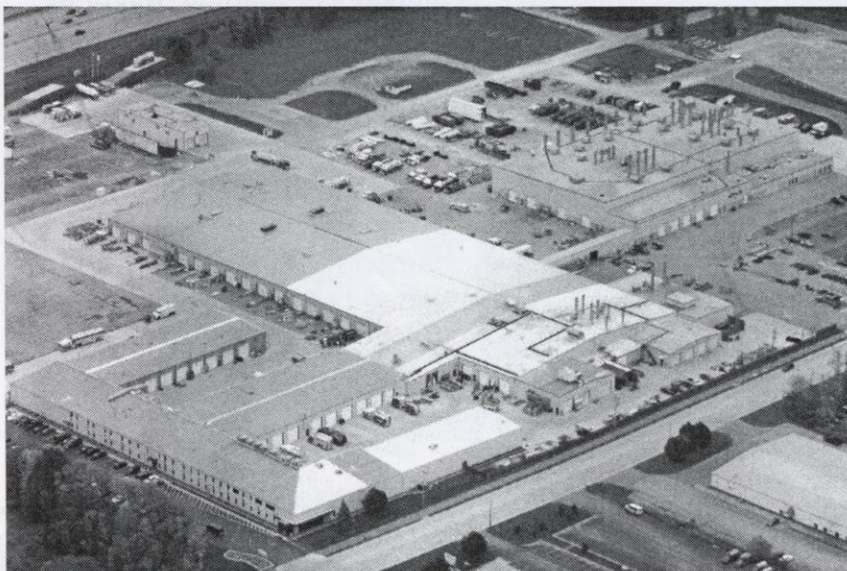
In 1956, the company began working closely with W.S. Darley Company of Illinois. Pierce would construct the bodies and Darley would build the pumps. This increased sales for Pierce and resulted in the order of 41 fire trucks for the city of Minneapolis. Pierce was gaining a reputation for its fire trucks and was approached about building a truck with an articulating boom and nozzle on top. The Chicago Fire Department took note of this new truck and put them in service marking the beginning of the "Snorkel."



**Interior view of original Appleton plant,**  
**Circa 1945. *Pierce Mfg.***



Pierce fire apparatus, circa 1955 on left; 2006 Pierce Enforcer on right. *Pierce Mfg.*



Pierce's popularity grew, and the company needed to expand production facilities to meet the increased demand. In 1970, construction was undertaken on a new 62,000 square foot facility located in the Town of Menasha. Sales continued to increase from not

2006 aerial view of Pierce Mfg. facility on American Dr. *Pierce Mfg.*

only the United States, but worldwide, which made Pierce one of the top three manufacturer's of fire apparatus. By 1979 the company had now occupied 300,000 square feet of plant space.

Pierce Manufacturing has continued to grow over the next 20 years, and many additions were constructed to the facility in the Town of Menasha. Currently Pierce is the leader in the fire apparatus industry and employs over 1,700 people.

**SOURCE:** Pierce Mfg.

# RIESTERER & SCHNELL INC.

In 2006, Riesterer & Schnell is also celebrating their 75th anniversary. They have been in business since 1931 and a part of the Town of Menasha since 1996.

In the Depression Era money was scarce and jobs were becoming even scarcer. It is said that during this time, more than 12 million people, or about one in every four, were unemployed.

In June of 1931, two brothers, Frank and John Riesterer, and their hunting and fishing companion, Henry Schnell, found themselves in this situation.



Some of the original owners (L – R): John C. Riesterer, Leroy Schnell, Frank Riesterer, Alphons Endries, John Lechler, and Roger Colin. *Riesterer & Schnell.*

They combined their resources, opening a repair shop in a 20' X 20' building that housed not only the new business but also their living quarters as well. Along with the repair shop, they also performed "odd jobs" such as delivering milk.

Once the Prohibition ended, they opened a tavern on site and also a Chrysler dealership. In 1939, they entered the farm machinery business with the purchase of a Ford Ferguson tractor franchise. In 1948 New Holland farm equipment was added to the dealership's lineup.





**The first John Deere tractor to roll onto Reisterer & Schnell's lot. This is a John Deere 630. *Reisterer & Schnell.***

Reisterer & Schnell officially became a John Deere dealership in 1960 with the purchase of the local John Deere dealer in Chilton. Ford tractors merged with New Holland in the 1980s and the business continues to remain both a New Holland and John Deere dealership.

Since the 1970s, the Reisterer & Schnell family has grown and expanded to include nine John Deere locations. These locations are Pulaski, Hortonville, Town of Menasha, Denmark, Pound, Merrill, Antigo, Brussels, and Medford. The Town of Menasha location is unique in that it is the only location that deals strictly in lawn and garden and commercial equipment. In 2004 Reisterer & Schnell was awarded the John Deere contract for the new Golf & Turf Equipment line for the eastern half of Wisconsin which has brought more volume and activity at this location and has almost doubled the staff.



**Reisterer & Schnell, 2006. *Author.***

**SOURCE: Reisterer & Schnell**

## SCA TISSUE NORTH AMERICA LLC (WISCONSIN TISSUE MILLS)

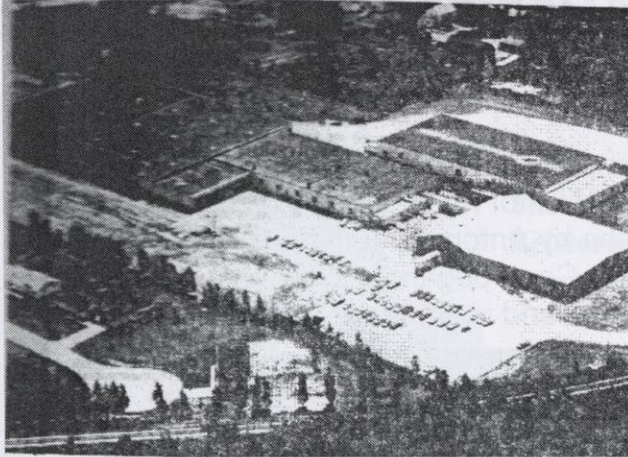
The current SCA Tissue plants in Menasha and the Town of Menasha were originally known as Wisconsin Tissue Mills for many years. The company was founded in 1915 in the City of Menasha by Anton Asmuth on Manitowoc St., the present site occupied by Central Paper Co. It began as a converter of bathroom tissue and paper towels for the industrial and institutional markets.



**Wisconsin Tissue Mills, Finishing and Printing Department, 1919. *Appleton Post-Crescent.***

By 1917, the company had 60 employees and was briefly known as Peerless Paper Products and McCillen-Asmuth Paper Co. Wisconsin Tissue Mills moved to its current site on Tayco St. in 1919 and installed its first paper machine. In the early 1920s, the company added a de-inking plant to recycle waste paper. This project set the company as an early pioneer in recycling. Napkin converting equipment was added in 1937 which entered them in the napkin marketplace.

Wisconsin Tissue saw the need for growth and purchased land on the west shore of Little Lake Butte des Mort in the Town of Menasha for future expansion. The "No. 2" paper machine was installed at the Tayco St. plant in 1963, which allowed for the manufacture of its own tissue paper for a facial napkin line. A few years later in 1966, the converting plant was relocated to the new Town of Menasha location.

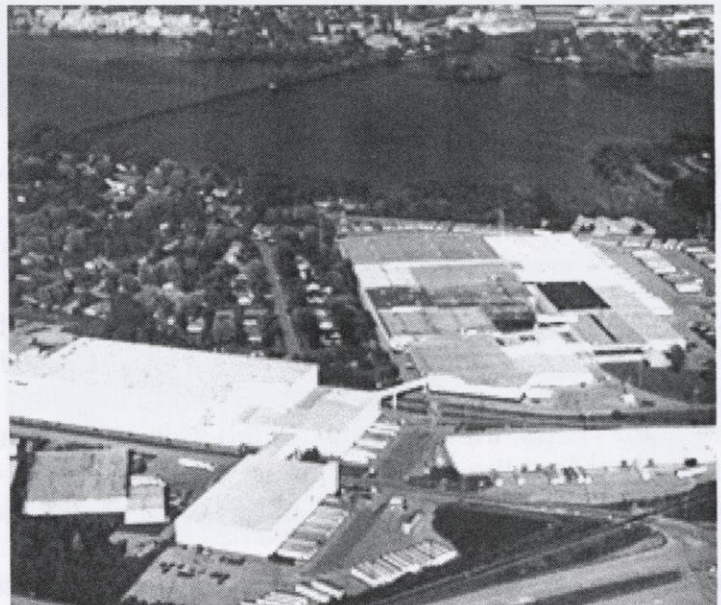


**1977 aerial view of Winchester Rd. facility.**  
*Appleton Post-Crescent.*

The company also was on the forefront again in 1972 when a wastewater treatment facility was constructed at the Tayco St. location. This facility earned the company the Clean Water Award for water pollution control efforts. As the company continued to grow, an \$82 million expansion project was announced in 1981. This project would include the "No. 3" tissue machine, which was designed to produce 6,000

feet of tissue per minute, making it the fastest of its kind in the world at the time. Also part of the expansion was the construction of a new high-rise computerized warehouse and converting equipment at the Town of Menasha location. The high-rise warehouse can be seen from USH 41.

Wisconsin Tissue Mills changed ownership several times in its long history. Phillip Morris bought the operation in 1977 and later sold it to the Chesapeake Corporation. In 1999, Chesapeake formed a partnership with Georgia-Pacific, forming a new company Georgia-Pacific LLC.



**SCA Tissue Town of Menasha facilities, 2004. SCA**

Georgia Pacific purchased the Fort James Company and had to divest itself of some of its holdings under the anti-trust laws, selling the operation to Svenska Cellulosa Aktiebolaget (SCA) in June 2001.

**SOURCE: Wisconsin Tissue Mills history**

## STRAIGHT SHOT EXPRESS

While working for one of the world's largest overnight delivery services, two employees recognized the need for rapid, emergency delivery services. In 1996, Patrick Curran and a partner purchased Merle's Rapid Delivery service in Neenah, which was operated out of a small building on Main St.



The difference between this service and the larger, more popular services was the way the packages were delivered. Unlike the major delivery services, which take the freight to a larger centralized location to be distributed the following day, Straight Shot Express picks up the freight from the client and directly delivers it to the destination. Straight Shot Express serves all 48 states and Canada.

**Original location on Main St. in Neenah.**  
*Straight Shot Express.*

The business soon outgrew that location and was moved the following year to a larger location near the intersection of Breezewood Ln. and USH 41. In 1998, this concept proved successful, Patrick Curran states that they looked into franchising the business. With this opportunity, the company changed its name to Straight Shot Express. The franchise took off quickly and soon they had operations across the United States.



**Current facility in the Town of Menasha.**  
*Straight Shot Express.*

With this success, Straight Shot Express again outgrew its facilities and built a large building to house its local operations and company headquarters in the Town of Menasha.

**SOURCE: Straight Shot Express**

## TOWN & COUNTRY ELECTRIC

Town & Country Electric can trace its roots back to over a century ago. In 1896, John McCarter, great-grandfather of the current CEO Roland Stephenson, started working at the Edison Power Plant in Appleton. John McCarter worked for the next 40 years and retired in 1936 as Chief Engineer at the Wisconsin Michigan Power Company plant, the successor to the old Edison plant. Stephenson Electric Company was founded in 1952 by Clyde Stephenson in Appleton. Roland followed in his father's footsteps and formed his own company, Town & Country Electric in 1972.

The company continued to grow over the next 20 years, combining with other companies to become a part of Encompass Services Corporation. In 1998, Town & Country had 900 employees with 12 locations throughout Wisconsin and Indiana. In 2002, the company was purchased back from Encompass Services Corporation and now operates under employee ownership as wholly owned subsidiaries of Faith Technologies, Inc.



The new company's corporate headquarters are located in the Town of Menasha on American Dr. and have locations throughout Wisconsin, Indiana, Kansas, Missouri and Georgia.

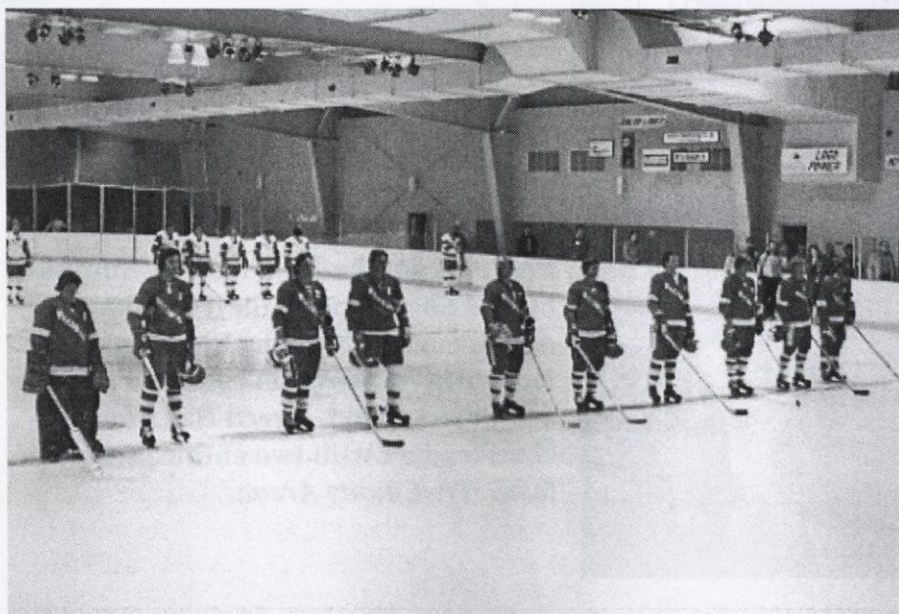
**SOURCE: Town & Country Electric**

## TRI – COUNTY ARENA



In 1974, due to the generosity of the Robert F. Shadduck family, the Fox Cities Ice Arena was built in the Town of Menasha. While the arena was received enthusiastically by Fox Cities residents, it was only used during the traditional skating season from October to April. Unable to secure year round users of the facility, the arena was forced regrettably to close its doors in 1982.

Fortunately, concerned citizens appealed to Winnebago, Outagamie, and Calumet Counties to purchase the arena, confident that the arena could be a profitable venture. The counties agreed to purchase the arena and then lease the facility rent-free to the Tri-County Recreation Association, a non-profit corporation, with one caveat: the arena would not be subsidized by the counties, but would be financially autonomous, generating its income from ice rental, trade shows and charitable contributions. In late 1982, Winnebago and Outagamie Counties purchased the facility (Calumet County withdrew from the purchase unexpectedly), and they contracted with the Tri-County Recreation Association to re-open the facility as the Tri-County Ice Arena, offering ice-recreation activities and hosting conventions and trade shows.



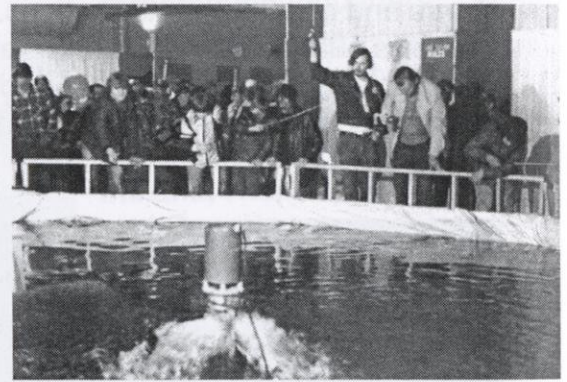
**Wisconsin Badgers play an exhibition game at the Tri-County Arena, Oct. 7, 1979. *Tri-County Arena.***

In conjunction with the re-opening, plans were initiated to update the arena. The update, completed in 1988, involved the replacement of the ice refrigeration system and installation of concrete floors to better facilitate shows and conventions.



**Groundbreaking for changing from a sand floor to a concrete floor. From left, Valerie Wylie, Paul Stevenson, Mary Grundman, David Berner and Corry Azzi. Tri-County Arena.**

The arena has grown and matured into a year-round enterprise which offers diverse ice recreation activities and is able to host virtually any show or convention. Given its multiple use, the arena's name has been changed to Tri-County Arena.



**Photos from the TV-11 Super Summer Sports Show held at the Tri-County Arena circa 1983. Clockwise from top left: "Big Al Sampson" seminar, "Lake 11" fishing pond, Green Bay Packer cheerleaders with two enthusiastic fans. Tri-County Arena.**

## THE IRISH COLONY AND HISTORIC FARMSTEADS

The following information on the Irish Colony and accompanying families is taken in its entirety from a pamphlet, titled the same, produced by the Town of Menasha and written by Sylvia Martin.

Drawn by the accounts of the well publicized Fox-Wisconsin Waterway Project, many Irish headed west responding to the promises of jobs which included the opportunity to own land in Wisconsin. Work on the project began in DePere in 1836 and in the Neenah area about 1847. As early as 1838, Irishmen came to this area as the primary labor force for the construction of the dams, locks and canals. The State of Wisconsin had set aside land in certain sections along the river corridor for land grants in return for their work. Many of the Irish contractors and laborers received patent deeds for acreage in the area 3-4 miles west of Menasha. By about 1850, Irish families had begun settling, farming and building in this area. The Irish were the first significant ethnic group in the Fox Cities and by 1850 the largest foreign born group in Winnebago County. By 1857, the Irish settlement in west Menasha was referred to as the "Irish Colony." The Irish Colony was at its strongest from 1850 to the turn of the century when many of the Irish farmsteads were bought by the new German and Scandinavian immigrants.

## **EARLY SETTLERS & FAMILY HISTORIES**

The Irish who came to this area were a generation of immigrants, most of whom were becoming Americans. The Irish Colony settlers made their homes in the Fox Cities and helped open the way for development of the Fox River Valley. Among the settlers there was an abundance of craftsmen, carpenters, shoemakers, blacksmith and drayman. The skill of the Irish stonemason was common in Ireland, and many brought this ability to this country as well. After working on the canals and railroads, many young Irishmen gained experience in building and woodworking, and most built their own houses as well as those of others. These Irish pioneers settled the area, cleared woods for farmland, built churches and schools, contributed to the growth of business and were active in local government. The early Irish Colony is also important for its cultural identity; for many of us, our ethnic roots are found in the early Irish farmsteads.

In 1848, John Fitzgibbon was one of the many Irishmen who came to take up claims of government lands in Wisconsin in return for work on the Fox-Wisconsin Waterway Project. He came to Wisconsin through Canada and probably worked on the Erie Canal. Patrick O'Hara, Patrick Garvey, Michael Karwin, and Daniel Nugent were his neighbors who also settled on land grant farms in the area west of Menasha. Many followed with the names of Taylor, McCalm, Caloy, Fogarty, Murphy, Gimes, Meghan, Bymes, McSpadden, Gavin, Dunn, O'Rielly, Flynn, Thompson, McGrath, Curry, Maloney, Quinn, Carey, O'Connell, O'Brien, Fahey, Hayes, Corbill, Kaley, Doren, Burke, Saxon, Hughes, Conant, McGraw, Hogan,



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The Irish who came to Wisconsin were from a mixture of first and second generation immigrants, most well into the process of becoming Americans. The Irish Colony settlers made many contributions to the Fox Cities and helped open the way for development of the Fox River Valley. Among the settlers there was an abundance of craftsmen, carpenters, shoemakers, blacksmith and drayman. The skill of the Irish stonemason was common in Ireland, and many brought this ability to this country as well. After working on the canals and railroads, many young Irishmen gained experience in building and woodworking, and most built their own houses as well as those of others. These Irish pioneers settled the area, cleared woods for farmland, built churches and schools, contributed to the growth of business and were active in local government. The early Irish Colony is also important for its cultural identity; for many of us, our ethnic roots are found in the early Irish farmsteads.

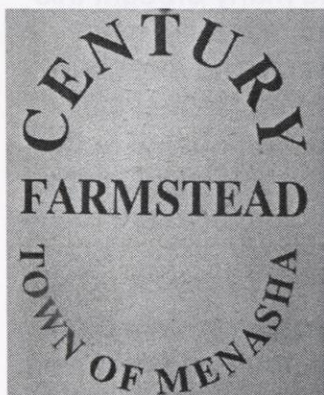
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Hannigan, etc. The boyhood homes of Dr. John B. Murphy, the famous Chicago surgeon, and Dr. Michael Kerwin and Judge James C. Kerwin, justice of the Wisconsin Supreme Court, were located in the Irish Colony.

Tracing the history of this area is difficult since the colony was originally in the Town of Neenah, but the Towns of Menasha and Clayton were formed from the original area. After a dispute over the site of general elections and taxes in 1854, the Town of Menasha was organized and the colony was then within the boundaries of the Towns of Menasha and Clayton. The colony was a community with disregard for political boundaries, bound instead by a common lifestyle, culture and religion.

Today, many of the farmsteads from the original Irish Colony era still stand in some form of the Town of Clayton and near the western boundary of the Town of Menasha. Most are well cared for by owners who appreciate the lasting beauty of the farmhouses, barns and outbuildings which reflect cultural, historic and social changes. Some are descendants of Irish families while others are descendants of early Yankee settlers or later Scandinavian, German and Belgian immigrants. Many of the remaining Irish Colony farmsteads are intact, that is the barns and outbuildings are still standing and reflect the transition of farming in the Irish Colony area from agrarian (raising grains such as wheat, oats and barley) to livestock, to dairy. This group of farmsteads taken as a whole reflects not only the settlement patterns but also the immigration patterns and farming patterns of the area.

### ***Century Heritage Marker Program***



The program was funded by an anonymous benefactor in 1996, with the support of the Town of Menasha, farmstead owners, and a community that believes in recognizing our local farming heritage and remembering that these centuries old sites are the symbols of the early settlers and a rich cultural heritage. No where else in the Fox Cities does such an intact group of farmsteads remain. These farmsteads allow us to appreciate the skill and knowledge, as well as the effort it took to produce houses and barns that were both functional and beautiful without the use of modern technology. They are an important element reflecting the history of the Irish who first settled this area. When Irish families moved into the surrounding cities, German, Belgian, and Scandinavian families moved in and added their own character to the farmsteads in the Irish Colony in the Town of Menasha.

The following couple of pages will tell the stories of some of these sites.

**Grimes farmstead**  
**2054 Irish Rd.**



In 1847, Mrs. Margaret Grimes, her daughter Ann, and six sons Tom, Pat, Mike, Jim, Mat and Martin, arrived in Boston from Ireland. They sent Tom, the oldest son to find a place to live. After being in Illinois and Indiana, Tom found a place in Wisconsin and sent for his family in 1848. Tom received the patent deed to 160 acres from the U.S. Government valued at \$1.25 and acre. This quarter section was divided among the family. William P. Grimes, son of Pat and his wife Mary McGrath, was on the Winnebago County Board for

**Grimes family, 1896. Grimes family.**

30 years, on the school board, and the County Board and Bridge Commission. The farmstead, after almost 130 years, is still in the Grimes family. The Grimes family also started a cheese factory on this location which still operates today on the farmstead.

**Garvey – Koch – Foster Farmstead**  
**2195 Irish Rd.**

In 1850, for his labor on the Fox-Wisconsin Waterway Improvement, Edward Taylor received a patent deed for 160 acres in the southwest quarter of Section 5. In 1854 he sold the north 80 acres to Michael Garvey who settled it. The Garvey family owned the property until around the turn of the century when C. Jorgenson was the owner. Hans Koch bought it in the 1930s and farmed it until the 1980s, when it was sold to the Fosters. The names McCalin, McLane, Roberts, Kerwin, and Fogarty appear in the history of this farmstead. This farmhouse with the wrap around porch sits up on a ridge overlooking a winding stream. The owners, Claude and Christine Foster, currently farm on the land.

**Mills – Tipler – Doberke**  
**2530 Irish Rd.**

A.J. Mills received 160 acres in the northeast quarter of Section 6. By 1889 J. Law owned the property. By 1909, the H. Schmidt family was farming the land. In 1950 he sold it to Howard and Amelia Doberke who have lived and farmed with his wife for close to 50 years. The Doberke's farmstead includes a yellow brick house with a brown barn. Barns were typically painted brown by the Belgians.

**Garvey – Carey – Mueller Farmstead**  
**1741 County BB**

In 1850, Patrick Garvey, who had come to Wisconsin through Ohio, settled on the northeast quarter of Section 6. By the turn of the century, Matthew Carey and his family owned the farmstead. By 1859 Chauncy Beckwith worked the farm and later sold it to Randy and Pam Mueller who farm it today. In 1996 this was one of only eight working farms in the town.

**Barkhahn – Fahey – Grundy**  
**9546 Clayton Ave.**

Patrick and Michael Garvey received 160 acres which they divided into 80 acre parcels each. By 1873, L. Barkhahn owned 140 acres in the south part of the section. By the turn of the century, Frank Fahey was farming the land until the 1950's when Reginald Grundy bought 60 acres in the south half of the quarter and farmed it until the 1990's. Grundy's grandson and his wife currently live in the house.

**Harwood – Westphall – Bigalke**  
**9484 Clayton Ave.**



In 1850, Luther Harwood received 60 acres in Section 6 a part of the even numbered sections granted to Wisconsin by the United States and set aside by the State of Wisconsin for payment to those who worked on the dams, locks and canals of the Fox-Wisconsin Rivers. Patrick Garry was the last Irish owner in 1889. The farmstead was owned for a time by Ludwig and Dorthea Barkhahn

**Bigalke farmstead. Author.**

and the Kaphingst family until 1919 when Frank and Elsie Westphall bought it. Moving from Weyauwega in 1948, Emil and Alma Prellitz Bigalke (parents of 13 children) purchased the farmstead. Currently, Emil's youngest son and his wife, Doris, own and farm the land. In 1996, it is one of only eight working farms in the town.

**Gurrey – Haase – Farmstead**  
**9336 Clayton Ave.**



Although the first owner for this property was an Irishman named Gurrey, it was A. Haase who settled his family on this site to stay for more than 130 years. The 1895 census lists a Haase family of ten living on this farmstead. Of that, eight had been born in the United States and two in Germany. Currently, descendants farm the property and this is another of the eight working farms in the town in 1996.

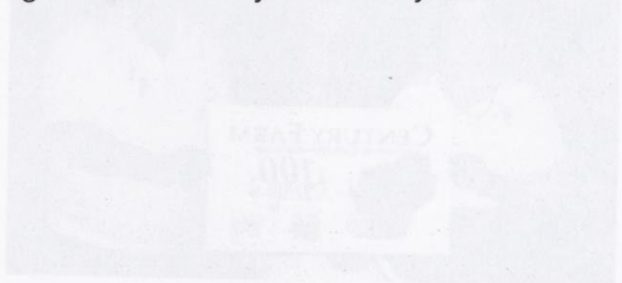
**Patty Haase, Enid Pansey, and Allen Haase** receiving the Century Farm plaque at the Wisconsin State Fair, 1998. *Allen Haase.*

**Garrey – Kruse – Stielow Farmstead**  
**9120 Clayton Ave.**

On June 14, 1849, Patrick Garrey entered a claim with Jedidiah Brown, register, for the NW ¼ of section 7 containing 136.36 acres at \$1.25 an acre. Section 7 was identified in the Fox and Wisconsin Rivers List #1 as an odd-numbered section with tracts free from conflicts. In March of 1850, "full payment had been made" and Garrey received the patent deed from the State of Wisconsin. Owned by the Sperry family from New York until 1865, it was bought by Christoffer Kruse who farmed it until 1898 when his son, Wilhelm Kruse purchased it. This deed is "upon the condition that Christoffer will receive lodging, care and attendance as his life may require in sickness or health" and that Christoffer's other children be paid for the land and sign a quit claim for the farm. This is an example of an Old Age Assistance Lien common to those days. In 1955 Gilbert and Mary Stielow bought the farmstead from Louis Kruse. The farmstead which sits back from the road on a high rise is currently farmed by Stielow descendants.

**Clancy – Miller – Peapenburg Farmstead**  
**8936 Clayton Ave.**

In 1848, Michael Clancy received a quit claim deed for south half of the southeast quarter in Section 7 from John Fitzgibbon. The 1860 census tells us that Michael, age 40, and his wife Johanna, age 30, were living on the property with John Clancy, age 15, and two hired hands: Michael McGrath, age 50, and Patrick Corbil, age 35. By 1895 Michael along with his wife and two children were living on the farmstead. In 1900 C. Byrnes owned it, but only 10 years later the Gavin family was living there. After farming for many years, the Earl Miller family sold it to Dick and Pat Peapenburg who run a dairy on it today.



Fitzgibbon, Earl Miller, and Allen Huns  
receiving the Century Farm plot at the  
Wisconsin State Fair 1958 Allen Huns



**Fitzgibbon – Ihde – Stahl farmstead on Clayton Ave. This is also the area of the “lost” Fox-Irish cemetery. *Author.***

***Fitzgibbon – Ihde – Stahl Farmstead  
9088 Clayton Ave.***

By 1848, John Fitzgibbon had claim on 135.16 acres in Section 7 for work on the Fox-Wisconsin Rivers Improvement Project. He and his wife Ellen settled on the farm and had three children. This is the only stone house in the Irish tradition in the area (Referred to in Ireland as a ‘daim liag’ or stone house) and the only saltbox barn with an English style foundation in the area. In 1883 John’s son, James H. Fitzgibbon, and his wife, Agnes, sold to Christian and Lena Krull Ihde who put a kitchen addition onto the stone house. By 1913 Herman and Bertha Stahl had title to the farmstead and their son Ernest and his wife Helene were the last owners to farm the property. The apple orchard in the front contains many old varieties, and the peonies in front of the house are shown in a photo from 1900.



***McGhan – Johnson – Meyer Farmstead  
8760 Clayton Ave.***

On March 1, 1850, the United States government granted 160 acres to William McMillan. McMillan owned the land only long enough to sell to Richard (wife Eliza) and Peter McGhan, who after some tax problems early on, sold to James C. and Helen Kerwin in 1896. By 1902 the Albert and Helen Cook family owned the land until it was sold to F.S. and Mary Durham in 1925. Until 1953 it passed through many hands until Arnold and Hilma Meyer purchased it. The land at this time was only partially productive. There were many stone piles, holes and a wet weather creek running through that made planting and harvesting difficult. Arnold and Hilma had the land tilled by Rudolph Borchert, who brought one of the newest tilling machines to the area. When their son Ronald returned from the Korean War, he farmed the family land where he and his wife Virginia still live in and work.

***Purrell – Stecker – Lehl Farmstead  
1356 Irish Rd.***

J. Purrell received 160 acres in Section 8. By 1873 M.J. Graedon (Creadon?) was farming the property. Around 1889 J. Stecker farmed 80 acres of the land with his brother H. Stecker who owned the 80 acres adjoining to the north. By 1909 C. Hillman owned the north 80 acres and A. Drewes owned the south 80. In the 1950s John Lehl and his wife moved to the farm with their five children from Neenah. John still owns the farm and the land and lives in the house that sits back from the road on a rise.

***Kerwin – Schmidt – Grundman Farmstead  
1444 Irish Rd.***

Michael Kerwin had emigrated to Canada from Ireland in 1844 and remained there until 1848, when he returned to Ireland and married his sweetheart Mary Buckley. They returned to America where, after working on the Fox-Wisconsin Rivers Improvement, he received 160 acres in the southeast quarter of section 7. Michael and Mary had seven children born on their farmstead. One of their sons, James C. Kerwin, a foremost attorney, became Justice of the Wisconsin State Supreme Court. He was married to Helen Elizabeth Lawson. Another son,, Dr. Michael H. Kerwin, was a prominent physician. Michael owned the farmstead until his death in 1902. J.C. Kerwin was then the owner. Currently the farmstead is owned and farmed by the Leon Grundman family.

**Taylor – Fogarty – Hannigan – Reuss Farmstead**  
**2097 Irish Rd.**

In 1850, Edward Taylor received a patent deed for the southwest quarter of section 5. In 1854 he sold the north 80 acres to Michael Garvey. By 1873 A. Fogarty owned the land until the turn of the century when it was sold to the D.J. Hannigan family. The Hannigan family farmed the land for many years and was then sold to the Reuss family. This brick and wood addition house with barn sits back from the road on a rise. The land was most recently sold off to accommodate a new subdivision.

**Carrall – Hogan – Keyes – Kevill – Flores Farmstead**  
**1171 Irish Rd.**

In 1850, Edward Carrall received 160 acres of land in the southwest quarter of section 17 for payment for work performed on the Fox-Wisconsin Waterways project. In 1858, Michael and Margaret Hogan owned 120 acres of the land with the southernmost 40 owned by the Colborne brothers. Michael Hogan was a member of the Wisconsin Legislature serving in the Assembly in 1862 and 1863. He was a trustee for the early Catholic church and in 1858 he and his wife purchased the land for St. Patrick's ('the old Irish cemetery') on Green Bay Rd. In 1870 Michael Hogan along with J.A. Sanford, received a contract to repair the dam in Menasha. Hogan died in 1872, and the parcel was sold. By 1889 D.J. Sexton owned the land. A.E. Kevill was the last to farm the area before it was developed.

## **BUSS FAMILY**

Richard Heinrich Johan Buss was born on December 9, 1892, on the Palisades Farm that was owned by his father Ferdinand Buss who arrived from Germany at the age of sixteen. Ferdinand was a farmer and fisherman who married Anna Behnke. They had four children: Lizzie (1886), Emil (1888), Richard (1892), and Erna (1895).



Richard and Lilly (Steltzer) Buss were married on June 27, 1917 and purchased the Palisades farm from Richard's Father Ferdinand while making monthly mortgage payments diligently to Ferdinand. Richard and Lilly were blessed with two children: Irene Lena Buss (1918) and Irving Buss (1923).

**Richard and Lilly Buss, 1941. Dick Slattery.**

Then in 1929, due to the impending threat of the Depression, Richard and Lilly sold the Palisades farm which was still in the Town of Menasha at that time, retired the existing mortgage to Father Ferdinand Buss and bought the 69.5 acre Town of Menasha Farm at 1428 Highway P (now 1428 Racine Road) from William Sturn. The farm was located from the East Shore of Little Lake Butte des Morts between Old Midway Road on the North and Gordon Street on the South and east across Racine Road to the railroad tracks.

Richard and Lilly Buss milked dairy cows and had a business of selling farm produce throughout the Menasha area. Richard also loved horses and used them to till and seed the soil until the 1950s when a Ford tractor took the place of his beloved horses.



**Richard Buss and the Ford tractor. Dick Slattery.**

Because of high water and erosion problems along Little Lake Butte des Morts—50 feet of land eroded away one year—Richard and Lilly began to sell lake lots. In 1934 Richard and Lilly bought a swath of land along the south of their farm from Amos Page in order to build a road from Highway P west to Little Lake Butte des Morts. (This road was eventually called Gordon Street.) The lake lots were then sold and each new lake lot owner stopped the erosion by placing rocks or cement walls along the water frontage lots.

In 1938, Irene Buss, daughter of Richard and Lilly, married Gordon E. Slattery of Appleton and for a wedding present received an acre of land on the corner of Highway P (1356 Racine Road) and Gordon Street which they owned and where they lived for sixty-six years until 2004.

In 1947, Irving Buss, son of Richard and Lilly Buss, married Lois Krueger, was given a lot adjacent to the farm house to the north as a wedding gift from Richard and Lilly, built their first house at 1442 Racine Road, later built their second house at 1366 Sunset Lane, and finally built their third house at 1414 Sunset Lane where Irving still resides and has lived on the 69.5 acre Town of Menasha Buss Farm all his life.



During the early 1950s, Richard and Lilly constructed roads east of Racine Road and named them Richard Drive and Lilly Street. Those lots were eventually sold. It was at that time that the milking cows were sold, and Richard and Lilly began to retire from farming.

**Deer hunting on the Racine Rd. “back forty”, 1943.**  
*Dick Slattery*

Shortly following the east development, additional roads were constructed by Richard and Lilly west of Racine Road: Dunning Street, Sunset Lane, and Lakeview Lane, and lots continued to be sold. The last lots sold were the ones between the Farm House at 1428 Racine Rd. and 1356 Racine Road.

Richard lived in the Town of Menasha until his death in 1973, and it wasn't until after Lilly's death in 1977 that the farmhouse at 1428 Racine Road was sold.



During the years following their retirement from farming, Richard spent much time pursuing activities he enjoyed: hunting pheasants, rabbits, and squirrels on the farm and surrounding area, fishing on Lake Winnebago and Lake Poygan, and deer hunting in Northern Wisconsin near his Cabin on King Lake near Wabeno. His favorite sport seemed to be spearing sturgeon. He always wanted to spear one over 100 pounds; however, of the many that he did spear, a ninety pounder was his biggest.

**1953 sturgeon spearing. Dick Slattery.**

Lilly enjoyed gardening, growing vegetables which she often canned and picking wild blackberries near the cabin. At times she was also known to accompany Richard out on the ice during the sturgeon spearing season where she would crochet while waiting for Richard to spear one of those legendary and tasty fish. Lilly also enjoyed her kitchen, and she had quite the reputation as a gourmet cook.

**SOURCES: Dick Slattery and Joan Lanphear (Grandson and Granddaughter of Richard and Lilly Buss)**



**Riding on plow with Grandpa Buss, May 1942. Dick Slattery**

## GEAR FAMILY

The Gear family's story of their arrival in the United States is an interesting one. Sometime around 1845, Hugh Gear, trying to escape wars in Ireland, stowed away on what he thought was a ship to Australia. It turned out to be a ship bound for Boston. Upon arriving in the United States, he worked his way west until he reached Wisconsin. In 1855, Hugh took a government grant farm in the Town of Menasha on what is now Plank Rd. Hugh and Sybil Gear had three children, Betsy, Charles, and William. William went out west in 1882 and spent five years working as a cowboy. William Gear was said to be pretty handy with the lasso and also was known to be friends with Buffalo Bill.



Charles and Sybil Gear family, circa 1896. *Alice Weber.*

Another child of Hugh and Sybil Gear, Charles, took over the family farm along with his wife Catherine. They had seven children, Elizabeth, Henry, Sybil, Myrtle, Charles, Janette, and Haziell. Charles Gear. They purchased land across the street from his parent's farm and built a home there where he and his wife Irene raised their three girls: Sybil, Alice and Margaret.



Gear family, posing in front of the farmhouse on Plank Rd. circa 1896. *Alice Weber.*



**Charles Gear and dairy wagon, circa 1896. Alice Weber.**

Historically, the Gear name is synonymous with the dairy industry in Menasha and the surrounding area. Established in 1883, in the Town of Menasha by Charles Gear and joined by his brother William in 1893, the Gear Dairy had many "firsts in Menasha" in the dairy area. The Gear Dairy claimed the first house to house delivery service in 1883, the first bottling of milk, the first pasteurization process, the first homogenization, the first half and half cream, and the first to add vitamins A and D to its products. The milk was originally delivered via horse drawn wagons which would announce their coming with a bell so that housewives could ready pans or jars in which the milk would be poured. Milk sold for three to five cents a quart. In 1912, milk began to be bottled in round glass containers with capped paper plugs.

**SOURCE:** Charles Weber

## GOSS FAMILY

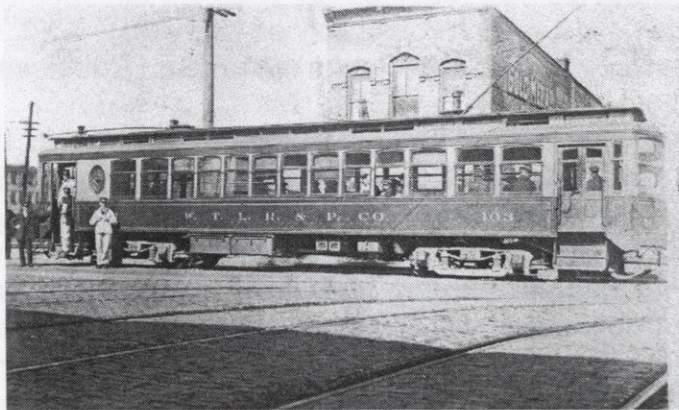


**Joe Goss on left, standing next to unknown man. *Tim Goss.***

The Goss's had six children while they lived on the farm: Terry, Tim, Mary, Mickey, Kathleen and Marguerite. The Goss farm operated until the 1960s when most of the land was sold off to the growing subdivisions in the area.

Clarence and Betty Goss bought a small home, actually a double garage at the time, and one acre of land in 1933 at 1168 Manitowoc Rd. On August 15, 1945, the Goss's purchase 50 acres of land and a farm from the Schmidt family, also on Manitowoc Rd. This day, August 15, 1945, is also known as "Victory in Japan" day or "VJ" day. The Goss farm, at the time, went between present day Bartlein Ct. and Sterling Heights north of Manitowoc Rd.

The family maintained a small dairy farm on this land all the while Clarence worked at Banta Corporation. While Clarence worked at the mill, Betty would sell milk by the gallon.



**Clarence Goss's father, Joe, a streetcar conductor, stands in the doorway of No. 3, circa 1923. *Tim Goss***

Betty Goss was born and raised in Menasha and tells of the first time she met Clarence's parents. Betty says that when she was introduced to Clarence's father, "My jaw dropped a foot!" Clarence's father was a conductor on the streetcar line that ran through the towns. Betty recalls that Clarence's father was "such an old grouch." She admits that, for a little bit, she did have hesitations on marrying Clarence, as she was worried he'd turn out just like his father! Betty, however, went with her better judgment and they had a wonderful marriage and family together.

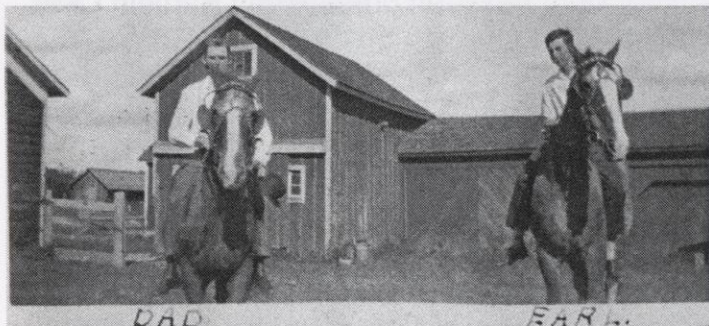
**SOURCE:** Betty Goss



## HELSELMAN FAMILY

*As submitted by Mark C. Hesselman*

The Hesselman Family emigrated from Holland in the fall of 1878. John Henry and Gertrude Hesselman came to Wisconsin via New York to DePere, then down to the Neenah area. They came with their eight (8) children: Peter, Herman, William, Theodore, Nell, Margaret, Annie and Charles.



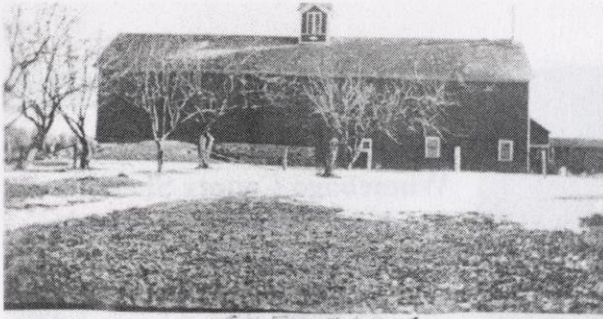
Little is known about the seven other children; however Charles remained in the area and lived at 238 Chute St. in Menasha. Charles was born in Holland on 04-10-1878 and passed on in 1957 at the age of 79 years old. Charles married Mary Hahn on 12-03-1901, daughter to Wenzel and Mary Hahn.

**Charles and Earl Hesselman, circa 1915. Hesselman family.**

Charles and Mary had two children: Earl born in 1903 and Edna born in 1904. Charles purchased 43 acres of land between 1915 and 1920 in the current area of 898 Jacobsen Rd. where he started farming and working with the local Cheese Factory on East Shady Lane. Edna married into the Christoph family and moved to the Waupaca area. There she had two sons: Jack and Jim. Very little information is known beyond that about Edna and her family.

Earl was married on September 25, 1929 to Jane Sawicki in Oshkosh, WI. Earl and Jane had two children: John born in 1937 and Mary Jane born in 1931. Earl and Jane, after being married, move around for a bit, living in Racine and Oshkosh before moving back to the farmstead in the late 1930s. This was done mainly to take care of the Mary who was ill at the time. Earl and Jane took care of the Mary till she passed in 1942 at the age of 63. Earl then purchased the 43 acres of farm land from Charles in the early 1940s.





**Hesselman family barn and binding hay on the farmland. Circa 1920. *Hesselman family.***

Earl and Jane moved out of the old farmhouse and had a local contractor Arvin and Palmer Sell build a smaller house near the farmhouse. Earl and Jane later sold the 35 acres of land with both houses, and built their second house at the current location of 898 Jacobsen Rd. which was on an 8 acre strip of land about 1953. Earl was very active in the town for the most of his life. In 1938, the town fire department was founded; four years later in 1942, Earl joined the department and proudly served on the department into the early 1970s. Also, Earl served as a Town Supervisor from 1950 to 1956. Then Earl served as town clerk from 1956 to 1962. The town board meetings were held at his home in the basement at 898 Jacobsen Rd.

Earl passed away in 1975 at the age of 73 years old, survived by his wife Jane and two children: John and Mary Jane. After high school John joined the US Army in 1955 and served over seas from 1956-1958. After high school Mary Jane attend Mercy Nursing School in Oshkosh. Mary Jane married Donald Yingling and moved to Kaukauna where they had three boys. John married Elgene Brodzinski in 1960 and had four children. Jane lived on Jacobsen Rd until the late 1980s before she moved to Oshkosh and then later closer to her daughter in northern Wisconsin. Jane passed way at the age of 89 in 1998.

John Hesselman and Elgene (Jean) moved in 1961 to Cold Spring Rd. and had the first of their four children, Cheryl. Earl was born in 1963 and Allen was born in 1964. In 1969, John and Jean bought property on Clayton Ave. and built a house at 8808 Clayton Ave. Mark was then born in 1974. John worked at American Can Corp. until 1978 in the research and development section. From 1978 to 1990, John and Jean owned and operated their business called John's Saw Service. John passed way in 1990 at the age of 53. John's son Earl took over the family business in 1990 and currently owns and operates the business with the aid of his brother Mark and mother Jean. Jean still lives in the Town of Menasha.



**John Hesselman driving the Winnebago County Sheriff's Auxiliary vehicle in a parade. Hesselman family.**

John, like his father, Earl was also active in the town. John was town constable from 1962 to 1965, and the civil defense director for the Town of Menasha from January 1963 to 1965. John joined the Winnebago County Sheriff's Auxiliary Unit as a charter member in August 1966 to assist with crowd/riot control and traffic details. A few of these deployments involved the Oshkosh riots for St. Patrick's Day, Presidential visits by Nixon and Johnson, and Civil Rights Leader Dr. M. L. King, Jr. John was an active member with the unit until September 1974. In September 1977 John joined the town fire department and achieved the rank of Lieutenant during his 13 years of service.

Of the four children, only three were active within the Town of Menasha. Cheryl was a town supervisor from 1987 to 1989 and also served on the park commission. Earl joined the fire department in 1981 in doing so he became the third generation in the family to serve on the fire department. Over his twenty-five years of service, Earl has achieved the ranks of lieutenant and captain with the Town of Menasha Fire Department. Mark joined the fire department in 1998 and has been active for the last eight years and the accreditation manager for the 2005 re-accreditation of the fire department. The family has over 60 years of combined service on the fire department.

The four children still live in the area. Cheryl married in 1989 and is living in Appleton with her husband. Earl married in 1993 and lives in the Town of Menasha with his wife Jodi and two children. Allen married in 1992 and currently lives in Appleton with his two children. Mark, who also still lives in the Town of Menasha spent two Antarctic summers at McMurdo Station, Antarctica from 2002-2004, working as a lieutenant firefighter at the station and spent a week working at the South Pole Station.

The Hesselman Family is proud to call the Town of Menasha "home" for over eight-five years, and we look forward to many more years of prosperity and commitment to the community.

**SOURCE: Mark C. Hesselman**

## NENNIG FAMILY

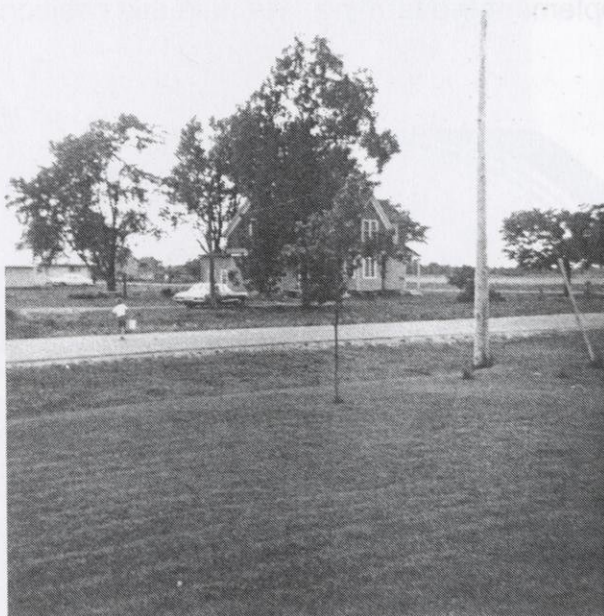


**Zeno Nennig standing in  
Front of E. Shady Ln. 1937.**  
*Eileen Tews.*

Zeno and Rose Nennig came to the Town of Menasha in 1925 when they purchased 40 acres of land from Arthur Schmidt. This land was situated between present day E. Shady Ln. and Kaufman St. and Tumblebrook Dr. and Coldspring Rd. Soon after arriving in the town, the Nennigs built a house and farm on the land. The original farmhouse stands today on the corner of Lynn Dr. and E. Shady Ln. In this farmhouse they raised their five children: Eileen, Jerome, Lyle, Allen, and Jacob.

Eileen Tews, the daughter, says that the farmhouse was decorated with "sunrays", which were wood carved decorations that adorned the side of the home near the roof line. During that time, homes had decorative scrolls around the porches and the sunrays went along with these scrolls. The old farmhouse was recently re-sided, however, the wood sunrays remain underneath the new siding.

Zeno Nennig continued farming the land until 1960, and passed away in 1963. The Nennigs sold off some of the land, with the first acre going to Harold Schettle. A road was constructed on the land to access the new Schettle property. This road, later named Lynn Dr., had the old farm silo situated in the middle of it. According to Arden and Eileen Tews, the construction company had to blast the old silo in order to remove it.



**Nennig farmhouse, 1967.** *Eileen Tews.*

**SOURCE:** Eileen Tews

## PAGE FAMILY

In 1848, Amos Page had come to Wisconsin from Maine for work, sawing lumber along the Fox River. In 1849 he overheard a man named Price say that he was going up to the Green Bay land office the following day to purchase some property in the Town of Menasha. Page set out that evening at 9 p.m. on foot and had the land purchased before this Price gentleman had even arrived on his team of horses! This was 175 acres of wooded land that ran along the east shore of Little Lake Butte des Morts in the area of present day Tayco St. and Lakeshore Dr. The purchase price for this property at the time was \$535.

The Pages wanted to farm the land and had sold off ten acres of trees for \$200 to help clear the land. The farm expanded over the years; and after the turn of the century, the farm consisted of two barns, a well-protected barnyard for cows and sheep, a well and a windmill.

The Page family has been involved in town politics for many years. The elder Amos Page was a trustee of the First Ward of the Village of Menasha and was elected town supervisor for the Town of Menasha six times between 1877 and 1884. He and Phillip Verbrick were the men who went to Madison to get the charter for the City of Menasha in 1874. Amos's grandson, also named Amos Page, followed his grandfather's footsteps and was elected town treasurer in 1932. He tells that he "did it for the money." At the time the Pages had nothing but debts from farming and they used the extra money from the treasurer position to supplement the farming. He held this position for the next 16 years.



**Page family farm, circa 1920.**  
*Menasha Public Library.*



**Left to right, Fred, Martha, Edward and Amos Page. *Martha Andrew.***



**Page farmstead. *Martha Andrew.***



**Amos Page, circa 1981.**  
*Appleton Post-Crescent.*

The younger Page was next elected town chairman in 1959, a position he held until 1965. The most important event of Page's time in office and a big event for the Town of Menasha, was the start of a sewage system. In 1959, the town received a letter from the State of Wisconsin Board of Health that a sewer system was long overdue. In some areas raw sewage was running through the ditches, and some wells were contaminated by sewage from malfunctioning septic tanks.

The Town of Menasha researched the issue and approached the cities who only agreed to service the area if the cities could annex the land of service. Annexation at the time was a dirty word, and Amos would never agree to that. The issue was taken to a vote, and town residents voted for their own system. The system would include expansion of the current Sanitary District No. 4 which, at the time, only included the Valley Fair Mall and area immediately to the west.

Modernization and independence were themes under Amos' term. In addition to the sewage system, the town built a town office at Palisades Park and improved the park system. The town also began to look developing its own water system which occurred under Amos's successor, Roland Kampo's term. These improvements made the Town of Menasha attractive to industry and residents and led to the town's assessed value more than doubling during his term in office.

**SOURCES:** *Appleton Post-Crescent*  
Martha Andrew

## PEAPENBURG FAMILY

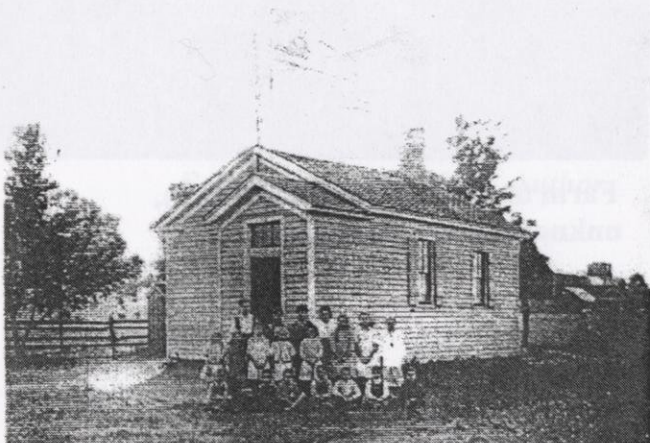
There have been four generations of the Peapenburg family to live in the Town of Menasha. Albert and Amanda Peapenburg had come to the Town of Menasha in 1877 and began a farming operation on what was soon to be 110 acres of land on E. Shady Ln. This area was from the present day E. Shady Ln. north to approximately Watermark Ct. and Arena Dr. west to almost Coldspring Rd.



**Peapenburg farm, E. Shady Ln. 1935.**  
*Peapenburg family*

Dick Peapenburg recalls that the farm had remained in the family, being passed on to Herman and Anna Peapenburg, then to his parents, August and Rose Peapenburg and finally to himself and his wife, Pat. The Peapenburgs maintained a dairy operation with 100 dairy cows at one time, until they moved in 1992. They slowly began selling off parcels for development and soon became crowded out by the “urban sprawl”.

Dick and Pat Peapenburg purchased a farm on Clayton Ave. in 1989, with a hired hand operating it until they moved there three years later. This home is noted earlier in this chapter as one of the Century Farmsteads in the Irish Colony.



Part of the current Peapenburg home served as the Valley Brook School in the early 1900s. The Peapenburg farm is the last operating dairy farm in the Town of Menasha, with approximately 50 cows.

**SOURCE:** Dick Peapenburg



## SCHUMANN FAMILY

*As written by Barb Genett*

William and Alvina Schumann moved to their 80 acre farm in the Town of Menasha in 1916. After a few years of farming in the Readfield area, it was a pleasure to farm the fertile fields of Winnebago County.

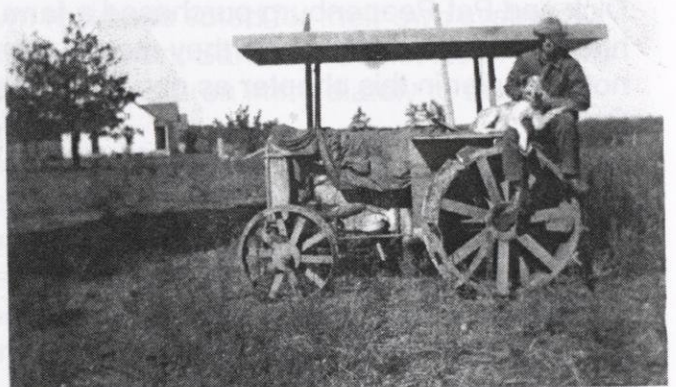


The farm, located on what is now Coldspring Rd., also served as the interim schoolhouse. Springroad School was being relocated in the 1930's for the construction of Highway 41, and classes were held in the front two rooms of the Schumann house for an entire school year.

**Schumann farm, still standing today, just south of Kimberly Clark Coldspring Facility.**

*Barb Genett.*

During the Great Depression of the 1930s, Wisconsin farmers joined together to hold back milk from the market. This was an effort to raise the price of milk products. Some farmers dumped their milk in open fields or fed it to their livestock. Many farmers, including the Schumann family, turned it into butter and such and gave it to the less fortunate family members in the area. They also raised more than needed in garden vegetables for families in need.



**Farm tractor on Schumann farm, unknown date. Barb Genett.**

The Schumann family hosted many church functions at their home. They also gathered with neighbors and friends for thrashing, quilting bees and barn raisings.

In 1955, with the death of the elderly Schumanns, the farm was bequeathed to their son Ervin. Another son Harvey Schumann and his wife Irene purchased a plot of land next to the farm and built a home. They lived in this home until they both passed away. Ervin Schumann farmed the property until Kimberly-Clark bought and built on the property adjoining the home. The home and out buildings remained in the Schumann family until 1995 with the death of Ervin.

The house and barn remain just south of the Kimberly-Clark plant. It is one of the few barns left in the area in the Town of Menasha.

**SOURCE: Barb Genett**



**Schumann farm, 2006. Author.**

## SELL FAMILY



Herman and Ella Sell settled in the Town of Menasha in 1916 with the purchase of 15 acres of farmland that ran along the railroad tracks near the present day intersection of American Dr. and Coldspring Rd. The farmhouse stood at that location until it was destroyed in a fire several years ago. The Sells had 3 children Palmer, Marguerite and Arvin.

Arvin Sell was drafted into World War II and had chosen the Navy over the Army. He served in WW II for 3 years as a Navy Seabee and when asked what he was in the Navy, Arvin replied, "A confused bastard!" Arvin returned to the Town of Menasha and purchased 67 acres of farmland from the Strohmeier family that was located across the road from his parents.

**Herman and Ella Sell. Arvin Sell.**

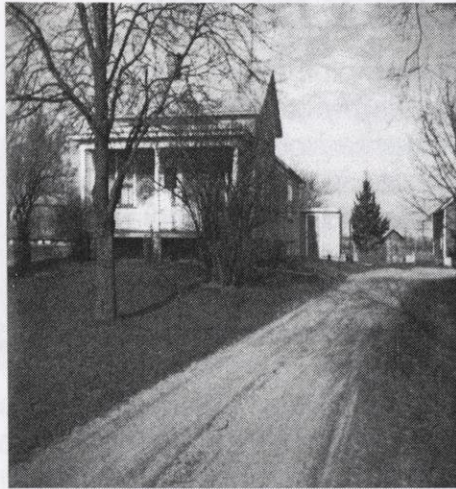
Arvin tells that this land was originally owned by an Irishman named Pat Garrity in the late 1800s. He wasn't too sure why an Irishman lived over here on Coldspring Rd. as "he belonged over on Irish Rd. with the rest of the Irish." Arvin relays a story of Pat Garrity that he was told by several of his older relatives. Apparently Pat Garrity was known for fighting with his wife, and the others did not take to kindly to that. Rumor has it that they had "tar and feathered" him in the back field. Arvin says that there still is part of a flagstone walk in the back field that has some tar on it, and, he believes that this may be remnants of this episode. Arvin has never been able to verify this story as he tells that many people knew of it, but no one would ever claim to be actually involved.

Arvin and Dorothy Sell, along with their son James and his wife Lynda still live on the property.

**SOURCE: Arvin Sell**



**Arvin and Dorothy Sell farm.**  
*Arvin Sell.*



**Herman and Ella Sell farm.** *Arvin Sell.*

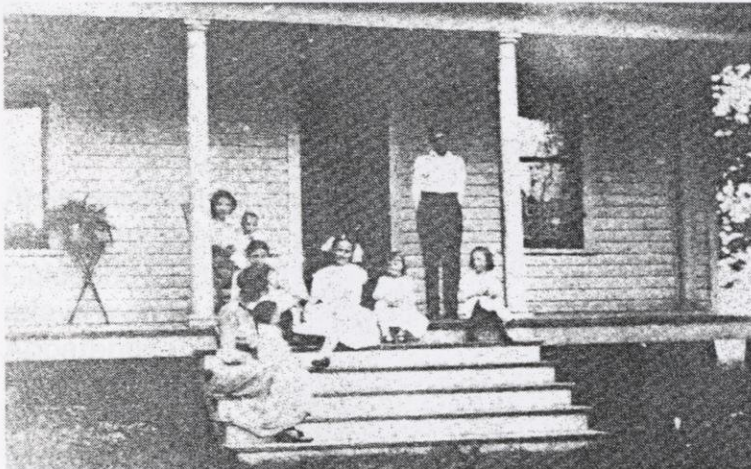


**Arvin and Dorothy Sell farmhouse, 1953.** *Arvin Sell.*

## STROEBE'S ISLAND

The Stroebe family is of German heritage, and we can trace their arrival in the Town of Menasha to the island, that still bears their name, to Joseph Stroebe and his wife Frances in the mid 1800s. At the time, Joseph Stroebe was postmaster of Brown Deer and also owned a small shop. One day in 1865, Joseph overheard two men talking about the Lake Winnebago area and all the good hunting and fishing and nice towns that surround it. These men also praised the flows of the river, stating that it was good for industry.

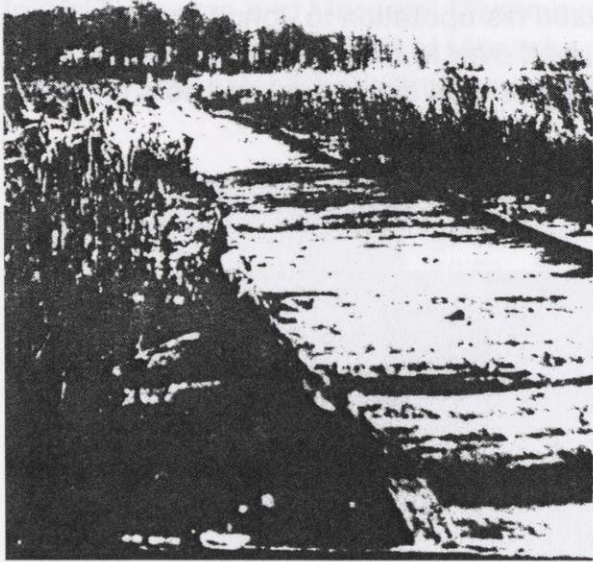
Joseph, intrigued by this discussion and always the land seeker, set out to explore this area for himself. Joseph came across a nice-sized island in Little Lake Butte des Morts called Caldwell Island at the time. This island was owned by a Virginian, who operated a small trading post on the island, who retired in 1861. Joseph, without conferring with his wife, purchased this island. A few days later, he returned home, telling his wife Frances of the splendid area and passionately describing the island. Frances, who knew her husband quite well, asked if he purchased the island. Joseph never skipped a beat, continuing to describe the new area. Without a definite answer from Joseph, Frances knew that he, indeed, had purchased the land.



Joseph Stroebe family. *Stroebe family.*

Joseph was soon replaced as postmaster in 1865 and began building his family's home, a modest log cabin, on the island. A *Milwaukee Journal* article from August 1920 described the island, "The island was like a bit of a fairyland. Everywhere there were wild flowers and splendid old trees. A small band of Indians was camping there and welcomed them.

The Indians canoed them from the mainland to their new home. Outside, Mr. Stroebe built an oven of precious bricks carried from Milwaukee for that purpose. Inside, the big fireplace was fitted with hooks for kettles. Dishes, tables, and chairs were put in place, and a fragrant pine bed was built. Animal skins, trophies of Joseph's skill as a marksman, were spread upon the floor; the spinning wheel, loom, and carding machines were set up....."



To access the mainland from the island, Joseph constructed a floating bridge of sixty-foot stringers over which big logs ran crossways, and on top, a layer of other logs. All of this material came from the island. This raft-like bridge would hold the weight of a team of horses, but the balance was so destroyed that it always seemed as if the horses were always going up hill. The old bridge was converted later to a stationary bridge, which was on the current site as the roadway today.

**“Floating bridge” constructed of logs. *Stroebe family.***

Joseph and France’s sons, Harry and Frank, liked the island so much, they stayed and lived on the island in their adult years. Harry Stroebe worked on the riverboats from 1896 to 1911. People enjoyed visiting the island, and Harry built a small wharf so he could meet his boats there and receive small parties of visitors. This “resort” grew, and soon there were regular trips of people coming to island to for a day of picnicking, outdoor games and bowling-on-the-green which then was the great sport for gentlemen.



**Harry Stroebe family in photo on left, Frank Stroebe family in photo on right.  
*Stroebe family***

STROEBE'S ISLAND

About 1932 Harry and Frank divided the island, Frank established a resort of his own, Island Haven, on the south end, while Harry continued his operation on the north half. In 1941, Harry retired and leased his operation to John Gmeinweiser. Frank died in 1946, and his resort was turned over to his daughter and her husband, Clarence Doberstein. The island was then divided up and sold off into individual lots.

**SOURCE:** *The Stroebe Story*



**Stroebe's Island, circa 1980. Clyde Stephenson.**

## STROHMEYER FAMILY

In 1947, George and Margaret Strohmeyer purchased a 34-acre dairy farm on Winchester Rd. in the Town of Menasha. They farmed that location until 1967 when George established Strohmeyer Excavating with his sons.



**George Strohmeyer, 1999.**  
*Neenah Citizen.*

George got involved in Town of Menasha government when he was elected town chairman in 1973. At the time, he ousted Roland Kampo with 55% of the vote. Politics in the Town of Menasha had been quite contentious during this period. Roland Kampo was able to remain on the town board, occupying a vacant seat and continuing to be at odds with Strohmeyer.

Strohmeyer, however, had the support of Town residents and was re-elected in 1975, defeating James Greiner. Politics had taken its toll on George and he had enough of the politics and served out the remainder of his term.

The Strohmeys raised four sons and a daughter on their dairy farm. The farm land was eventually sold off to developers, and only five acres remain where they kept some sheep and chickens.

George Strohmeyer was also co-founder of Suburban Athletics, a local athletic league for west side Town of Menasha children. Suburban Athletics has grown into a large athletic organization that maintains baseball and softball fields at several locations and serves, not only west side Town of Menasha residents, but also those of the outlying areas.

**SOURCE: Strohmeyer family**



## WITTMANN FAMILY

Michael J. Wittmann purchased 93 acres of land in 1915 from Anna Fahrbach. This land is in the northwest corner of the present day Appleton Rd. and Airport Rd. intersection.

Michael and his wife Mary had farmed the land until 1928 when they leased the land to construct the Whiting Airport. After the airport's demise in 1930, they returned to farming the land. The Wittmann's maintained a dairy operation on the property until 1955.



**Michael Wittmann farm and airport, circa 1928. *Menasha Public Library.***




Some of the farmland was donated to the Town of Menasha for the construction of Wittmann Park, and other areas were sold off to development. One of the Michael and Mary Wittmann's children, Andrew, purchased some of the property from his parents and still resides on part of the farmland today. Andrew Wittmann has also operated Wittmann's Funland, a long standing miniature golf and batting cages facility, on the northernmost part of the old farmland. Wittmann's Funland has served many generations of families on the east side of the Town of Menasha.

**SOURCE:** Andy Wittmann

**Michael and Mary Wittmann.**  
*Andy Wittmann.*

**Wittmann's Funland advertisement, circa 1965.**  
*Andy Wittmann.*

**FUN**  
at **WITTMANN'S TRAMPOLINE**  
and **MINIATURE GOLF COURSE**  
BASEBALL BATTING



"Entertainment for the Whole Family"

Located on Hwy. 47 Between Menasha and Appleton.

**OPEN EVERY DAY  
AND EVENING**

## WITTMANN FAMILY

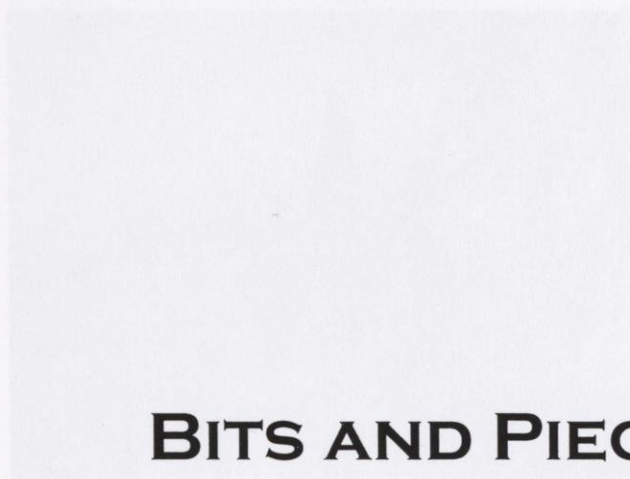
Some of the land was donated to the Town of Menasha for the construction of a school building. This school was built in 1872. One of the sons, Andrew, purchased some of the property from his parents and built a house on the land. Andrew also built a dairy and a golf and betting cage facility on the most part of the old farm. Wittmann's mill was built on the property.



1928. Menasha Public

## CEMETERY HISTORIES

The Town of Menasha is home to several cemeteries that possess a long and rich history of the area.



The oldest cemetery in the Town of Menasha is St. Patrick's Cemetery, located on N. Green Bay Rd. The cemetery was in its earlier years referred to as the "Old Irish Cemetery." The earliest burials were those of Irish pioneers and early German, Canadian and Belgian Catholic settlers from the

# BITS AND PIECES OF LIFE IN THE TOWN OF MENASHA

St. Patrick's Cemetery on N. Green Bay Rd. Author: [unclear]

The Fox-Irish Cemetery, located along Clayton Ave. in the Irish Colony, it was a "lost cemetery" associated with St. Malachy Mission Church (1849-1857), located somewhere on farmland that was owned by Louis Krusk. The exact location and who is buried there is unknown. St. Malachy Church was the forerunner for St. Charles Borromeo Catholic Church, which later changed names to St. Patrick's Church.

St. Mary's Cemetery, located along Racine Rd. on the east side of Little Lake Bay, near Morris, was once farmland belonging to Amos Page. The church purchased the parcel of land in 1867. This cemetery has two distinctions about it, first it is the only cemetery in the United States to have active railroad tracks running through it.



Railroad tracks dividing St. Mary's Cemetery on Racine St. Author: [unclear]

BITS AND PIECES OF LIFE  
IN THE  
TOWN OF MENASHA

## CEMETERY HISTORIES

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**St. Patrick's Cemetery on N. Green Bay Rd.**

*Author.*

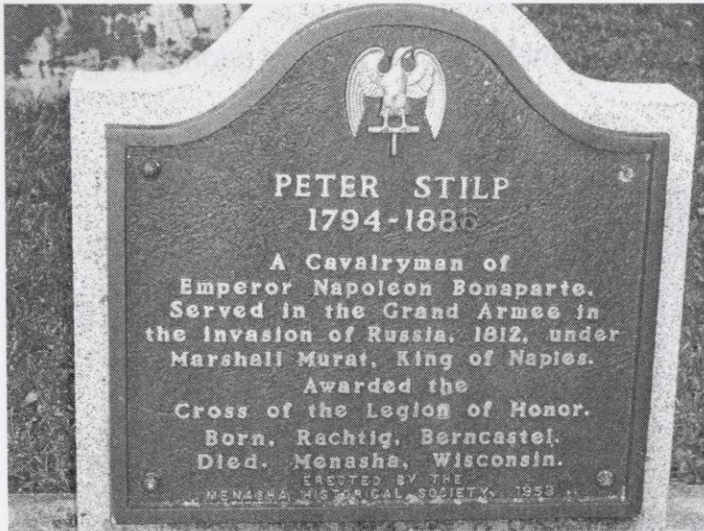
The oldest cemetery in the Town of Menasha is St. Patrick's Cemetery, located on N. Green Bay Rd. This cemetery was in its earlier years referred to as the "Old Irish Cemetery." The earliest burials were those of Irish pioneers and early German, Canadian and Belgian Catholic settlers from the Towns of Menasha, Clayton, Neenah, Vinland and Winchester.

The Fox-Irish Cemetery was an earlier Catholic graveyard that was located along Clayton Ave. in the Irish Colony. It was a "lost cemetery" associated with St. Malachy Mission Church (1849-1857), located somewhere on farmland that was owned by Louis Kruse. The exact location and who is buried there is unknown. St. Malachy Church was the forerunner for St. Charles Borromeo Catholic Church, which later changed names to St. Patrick's Church.

St. Mary's Cemetery, located along Racine Rd. on the east side of Little Lake Butte des Morts, was once farmland belonging to Amos Page. The church purchased this parcel of land in 1867. This cemetery has two distinctions about it: first, it is the only cemetery in the United States to have active railroad tracks running through it.



**Railroad tracks dividing St. Mary's Cemetery on Racine St. *Author.***



Secondly, St. Mary's Cemetery is also home to a soldier that served in the Invasion of Russia of 1812 under Napoleon Bonaparte. There is a plaque erected on the grave marker of the soldier, Peter Stilp. It is unknown how Mr. Stilp came to lay to rest in the cemetery.

**Grave stone of Peter Stilp, a Russian soldier buried in St. Mary's Cemetery. Author.**

St. John's Church maintains two cemeteries in the Town of Menasha. Cemetery No. 1 is located on the corner of Midway and Racine Rd. and No. 2 is located on Valley Rd. No. 1 was founded and purchased in 1896. At that time, cost of a lot was \$8 for an eight grave lot. Single adult graves were sold for \$2 and graves for babies were \$1. The large Crucifixion monument was constructed in 1952 at a cost of \$1,200. Cemetery No. 2 was acquired in 1895. This cemetery has recently been expanded for future needs.



**St. John's Cemetery No. 1 on Racine Rd. and Midway Rd. Author.**

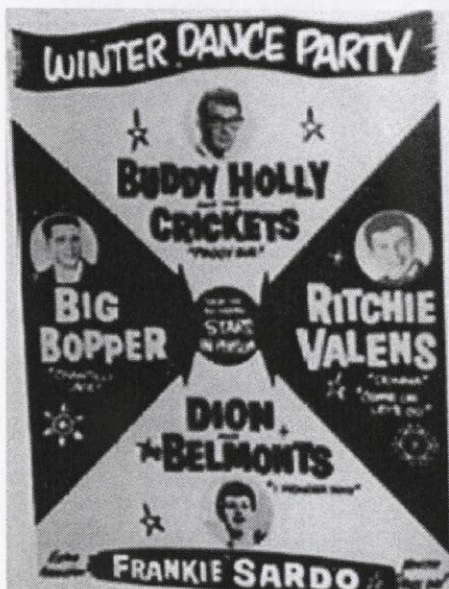
The City of Menasha purchased land just east of Oak Hill Cemetery, alongside North St., and maintains Resthaven Cemetery at that location.

**SOURCES:** St. Mary's Church  
 St. John's Church  
 Town of Menasha  
 City of Menasha

## THE CONCERT THAT NEVER HAPPENED

The Cinderella Ballroom was known for having “top-notch” entertainment over the six decades that it operated in the Town of Menasha. The bands that played there were always quite popular at the time of their performance and generated large crowds from all over the Fox Valley and northeastern Wisconsin.

However, there was one concert tour, which is still talked about across the nation, which was scheduled to play at the Cinderella Ballroom. In February 1959, the Winter Dance Party tour was scheduled for an afternoon performance at the Cinderella Ballroom. This tour consisted of several popular acts of the time: Ritchie Valens, Buddy Holly, J.P. Richardson (the Big Bopper), and Dion and the Belmonts.



1959 concert flyer for the Winter Dance Party tour.

The tour had just finished a show in Duluth, Minnesota, the night before and was supposed to travel by bus to the Cinderella Ballroom for an afternoon show and then on to Green Bay for an evening show at the Riverside Ballroom. The tour's bus broke down outside of Hurley, Wisconsin, and the band was unable to reach the Cinderella for that afternoon's show. This put owner Charlie Maloney in a “bind.” According to the Feb. 3, 1959 issue of the *Post-Crescent*, Maloney had expected 2,000 kids to attend. He instead ended up booking a local rock 'n' roll band and charging 50 cents admission.

The tour did eventually reach their performance in Green Bay and went to Clear Lake, Iowa for their next performance. After that show the group was tired of traveling on old, unheated buses and chartered a plane to fly them to their next performance in Moorehead, Minnesota. Only three members of the tour went on the plane: Richie Valens, J.P. Richardson, and Buddy Holly, with the rest continuing by bus. Shortly after take off, the plane crashed in a field outside of Clear Lake, Iowa, killing all the passengers.

Maybe if their bus had never broken down on their way to the Town of Menasha, the group would have continued to use the bus as travel, and the lives of these popular musicians would have been saved.



**Cinderella**  
**BALLROOM-APPLETON**  
 Over "30" Dance Tonite — Dode Ratchmen 50c to All  
**SUNDAY AFTERNOON**  
 FEBRUARY 14 — DANCE 1:30 to 5:30  
 Admission for This Special Attraction — \$1 Person - No Tax

**WINTER DANCE PARTY**

**BUDDY HOLLY**  
**CRICKETS**

**BIG BOPPER** **STAR** **RITCHIE VALENS**

**DION**  
**The BELMONTs**

**FRANKIE SARDO** ★

— NOTICE TO PARENTS —  
 Only Soft Drinks SSB or Allowed on the Premises  
**SUNDAY AFTERNOON**  
 Proper Dress — Same as School — No Jeans  
 Dolaysh Bros. Orchestra Sunday Nite — Feb. 1st  
 Frankie "Just Because" Yankovic — Sun., Feb. 8th  
 Rovey Goss — Sunday, Feb. 15th

Newspaper ad for the Cinderella performance of the Winter Dance Party. At right, the *Post-Crescent* article detailing the cancelled performance and plane crash. Ed Maloney and Appleton *Post-Crescent*.

**4 Killed in Plane Crash**  
**3 Rock and Roll Singers Perish In Iowa Tragedy**

Mason City, Iowa — (AP) — Three nationally known teenage rock and roll singers and a pilot were killed early today when their chartered plane crashed in a light snow northwest of here.

The singers were identified as Buddy Holly, Ritchie Valens, J. P. Richardson and the entire rock roll show were booked to play at Appleton's Cinderella Ballroom Sunday afternoon, but failed to show up.

Charlie Maloney, Cinderella owner and operator, said the troupe notified him at 10 a.m. Sunday it was bogged down in Hurley because of 30-degree below zero weather.

The troupe was to have played at the Cinderella and Green Bay's Riverside Ballroom Sunday night. It made the Riverside date and then moved on to Clear Lake.

Maloney, caught short, cut prices to 50 cents admission and got a local rock-roll outfit to substitute Sunday afternoon. He reported Holly, Valens and company would have drawn about 2,000.

as Buddy Holly, 22, Ritchie Valens, 21, and J. P. Richardson, known professionally as the "Big Bopper."

The 4-place plane was chartered from the Dwyer Flying Service of Mason City. The pilot was Roger Peterson of Clear Lake.

The three singers had appeared at the Surf ballroom in Clear Lake last night and were on their way to Fargo, N.D., for an appearance tonight.

A strong southerly wind and light blowing snow filled the air when the plane took off about 1 a.m. The Beechcraft Bonanza burned when it crashed in a field on the Albert Juhl farm 15 miles northwest of Mason City.

Other members of the troupe which appeared at Clear Lake had left after the show by chartered bus for Fargo. They are Dion and the Belmonts, Frankie Sarido and the Crickets, of which Holly was the singing star.

## EARLY TOWN OF MENASHA SURGICAL PIONEER

Dr. John B. Murphy, son of early settlers Michael and Ann Grimes Murphy, had grown up on a farm west of Little Lake Butte des Morts in the Town of Menasha. Dr. Murphy was a vocal dissenter of early surgical practices. He claimed that early operative treatment was the way to save a life.

Dr. Murphy's leading contribution to surgery was the development of the "Murphy Button" in 1892. According to "The Story of Medicine in Wisconsin," a major surgical obstacle revolved around the problem of how to unite the two open ends of the intestinal tract. Sewing the intestines together was dangerous because often the stitches would not hold or would form scars that blocked the passage.

Based on the principle of the dressmakers snap fastener, the intestinal ends could simply be snapped together using a button. As the ends healed, the buttons would be passed from the body, leaving an unscarred opening the size of the button used. This technique proved to be very successful and was immediately adopted by the prestigious Mayo Clinic.

Dr. Murphy continued in his research of surgical procedures, stressing the importance of pre-operative procedures in appendicitis and also worked on gynecological procedures.

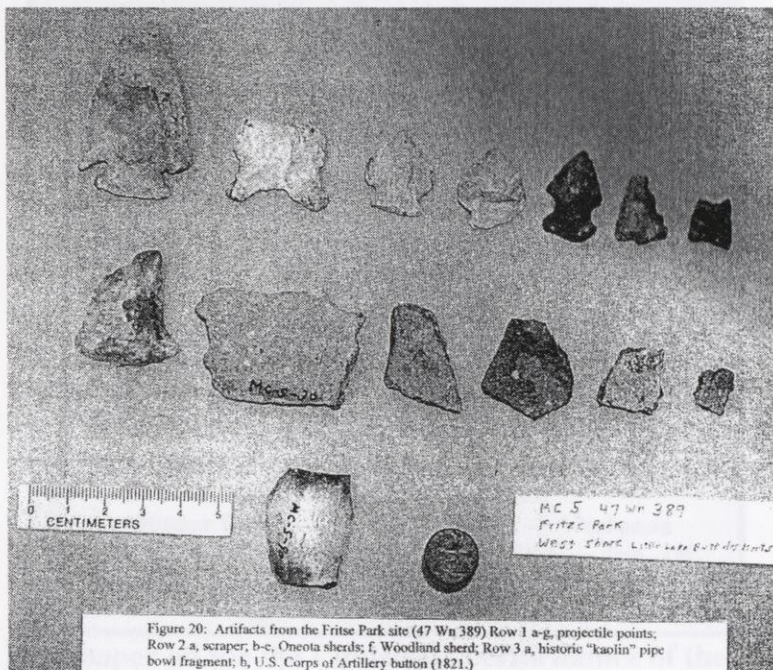
**SOURCE:** *Oshkosh Northwestern*

## FACT OR FICTION: 'HILL OF THE DEAD'

Many history books, even the beginning of this book, tell the story of the Fox Indian battle that occurred near the area of present day Fritse park. I have read numerous accounts of this incident, some differing slightly, but all stating that it occurred in Little Lake Butte des Morts in the Town of Menasha. However, according to archeologists, they say that the incident never occurred in the Town of Menasha, but south of here, in Lake Butte des Morts near Oshkosh.

Historians tell us that the Town of Menasha is the site of the battle. This being derived from documented stories and the many different historians that continue to "pass this on." These stories can trace themselves back to the Menasha historian, Publius V. Larson, who wrote many books on the history of Menasha and Winnebago County. Since then, many later historians, such as Bill Herziger, have continued this. They rely on information that originally comes from stories of the people that were either there or had direct knowledge of this incident.

On the other hand, if you were to speak to an archeologist, they would tend to differ with this account, stating that by conducting archeological digs, they are finding evidence of a battle occurring at the Oshkosh site rather than the Town of Menasha site. Interestingly, Winnebago County has the second most documented archeological digs, behind only Dane County, in the state!



**Artifacts from the Fritse Park archeological dig. Note U.S. Corps Artillery uniform button in bottom right. Richard Mason.**

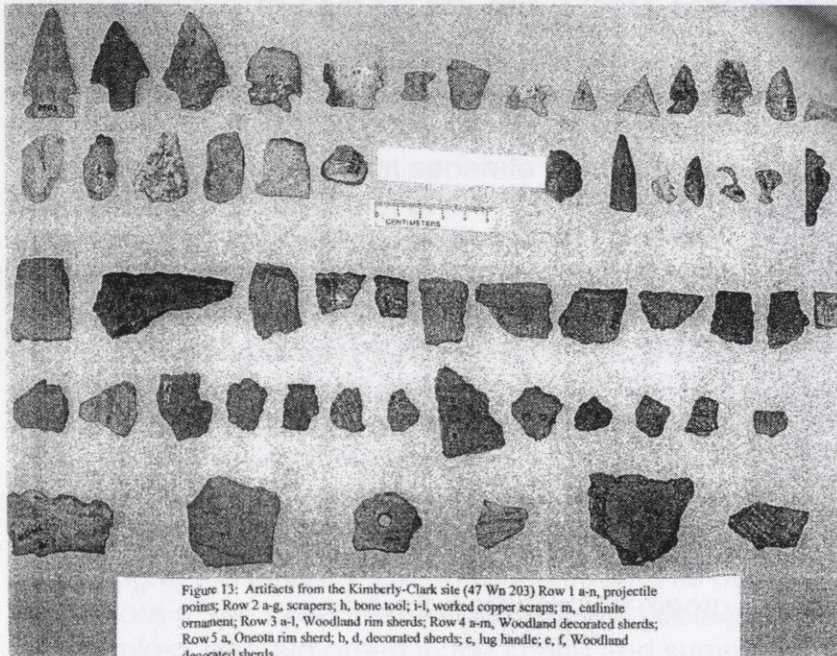


Figure 13: Artifacts from the Kimberly-Clark site (47 Wn 203) Row 1 a-n, projectile points; Row 2 a-g, scrapers; h, bone tool; i-l, worked copper scraps; m, catlinite ornament; Row 3 a-l, Woodland rim sherds; Row 4 a-m, Woodland decorated sherds; Row 5 a, Oneota rim sherd; b, d, decorated sherds; c, lug handle; e, f, Woodland decorated sherds.

Artifacts from  
archeological dig  
near Kimberly Clark  
plant on N. Lake St.  
*Richard Mason.*

According to Richard Mason, an Adjunct Researcher for the University of Wisconsin – Oshkosh, there have been no documented findings of artifacts to show that the battle occurred in the Town of Menasha. There have been many archeological digs in several locations along the west shore of Little Lake Butte des Morts. There have been arrowheads, tools, and pottery located, all indicative of an Indian village, but no signs of a “war” or “battle” occurring at that location. Of interesting note, Richard Mason had located a U.S. Corps of Artillery button (circa 1812), which would lead credence to Governor Cass meeting with the Indian tribes at that location.

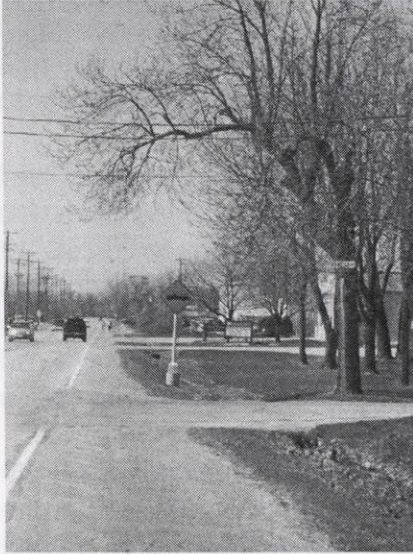
Archeologists have conducted digs in Oshkosh along Lake Butte des Morts, and at a particular location, known as the Bell site, have found evidence of a battle occurring at that location. At that site, along with arrowheads, tools and pottery, they have located cannon ball fragments, gunflints, flint locks, beads and knives, all of which would lead someone to believe some kind of confrontation had occurred there.

So, believe what you will!

**SOURCE: Richard Mason**

## GHOST LEGENDS

### Valley Rd.



Legend has it that there is a tree that overhangs Valley Rd. where one can often see the ghost of a man hanging from the tree. Presently, the only tree that overhangs Valley Rd. is located at the corner of Valley Rd. and Theresa Ave. in Palisades Park. The tale starts approximately 100 years ago, when a young groom was riding his horse buggy along Valley Rd. and was in an accident, thrown from the carriage, into a tree and hung by his bow tie. People say that on certain nights, you can still see the ghost of the young groom hanging from the tree.

### Secura Insurance

The headquarters of Secura Insurance was originally in the Town of Menasha when this legend is said to have started. On the property of Secura Insurance is a pond. Legend has it that in the late 1800s, a family was having a picnic near the shore of this pond when their young daughter fell into the pond and drowned. There are certain nights when one can still hear the screams of the young girl and her family.



One note to consider is that the pond is man-made and was built when the building was constructed sometime in the 1960s!

**SOURCE:** Interviews with local residents

## “GREEN PATCH” SPOT FOR COUPLES

As reported on the *Twin City News-Record*, July 23, 1981

“The “green belt” areas that separate the cities from colliding in the Town of Menasha are disappearing, and it has been quite awhile since portions of them were noted for their “lover’s lanes.”

During the 40s and perhaps before, the river banks were popular places with the teens. Like “Inspiration Point”, made known through the television series “Happy Days”, the Richies and Cindys of the Fox Valley often went to the Green Patch after a school dance or to pass time of a summer day in a pastoral setting.

Green Patch was the river bank area at what is a portion of the Palisades area on the east side of the Fox River. It may have been a part of the Gmeiner farm, according to old-timers. Green Patch earned its name because viewed from the west shore of the river, the Pierce, Lutz and Alicia park areas, the high banked fields looked emerald green in the spring and summer sunshine.

After World War II, the area became known as one of the prettiest and most popular places for home building and the Green Patch disappeared. It’s not unlikely that some of the kids that once drove their old Fords into the Green Patch, with their blankets and carton of Cokes, later made their homes their.

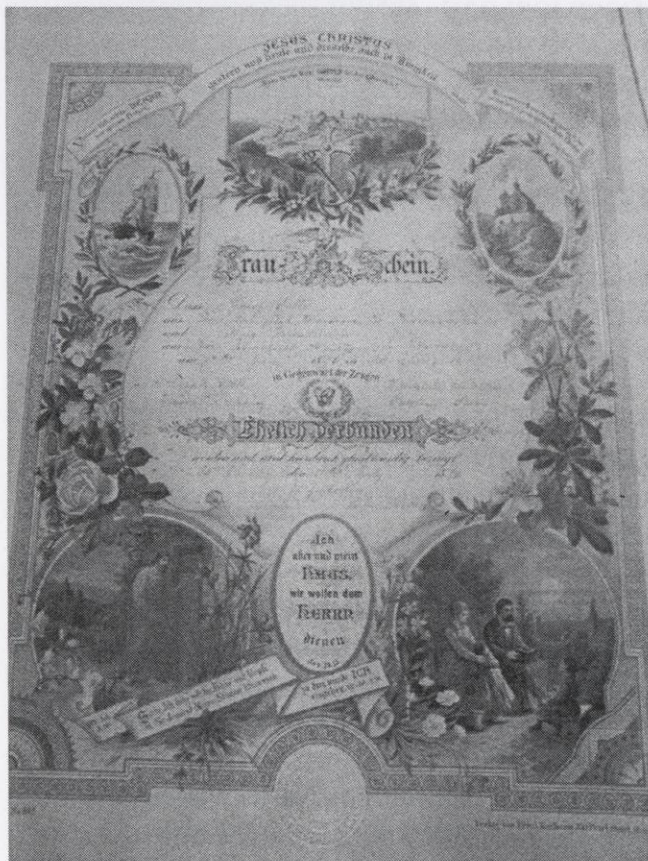
Another lane, this one on the opposite side of the river, also was lost to the starry-eyed girls and moon-crossed boys that were lovers in the past when, according to an April 1951 news story, home owners in the area protested being disturbed by the late-night lovers and frequent checks by the town constable, making the place unpopular. That was the Frederickson’s woods area, described as old Highway 125, east of U.S. 41, along the west shore of Little Lake Butte des Morts. Said one resident, ‘It’s not safe to go down that way anymore.’

However, if cars parked along the way had their lights on, it was possible that they were meeting laws about parking on posted ‘no parking’ roadways and the constable could not ticket them. Sometimes, the area could have been a gold mine for any enterprising young man with a car in running condition, a strong battery, and jumper cables!”

**SOURCE:** *Twin City News-Record*

## HIDDEN TREASURE

While working on locating old photos to include in this book, I made a startling discovery of some “hidden history.” At the Cloverleaf Cheese Factory, I was meeting with the current owner Lisa Howard and was working on taking reproduction photographs of several old photos of the business that are in a rather large frame hanging in the entrance way.



We removed the back of the frame to remove the photos and found a large, very colorful, certificate that was written in German. After examining it for several minutes, we were able to come to the conclusion that it appeared to be a marriage certificate.

It listed the groom as Georg Velte and the bride as Anna Munding. It was dated July 10<sup>th</sup>, 1896, and it indicated the marriage occurred in the Town of Bloomfield in Waushara County.

**German marriage certificate found behind a picture frame at Cloverleaf Cheese Factory.**

**Author.**

Lisa Howard was unfamiliar with either person and said that her family was Irish and, furthermore, all of the people who lived in this area were Irish.

She was uncertain as to why a German couple’s marriage certificate was neatly tucked away in a picture frame in an Irishman’s cheese factory!

## HOME DAIRY

*As written by Barb Genett*

The Strohmeier family ran a small dairy business out of their home on what is now Coldspring Rd. After the marriage of their daughter Catherine to Carl DeLapp, the dairy was moved to Highway 41 where it grew into a medium-sized operation.



Here we introduce Terry John Lamb, son of Mr. and Mrs. Ed. Lamb, 416 Hewitt st., Neenah. Terry is a perfect picture of a 2-year-old young man that takes his milk straight. The Ed Lambs are regular route customers of Home Dairy and its products.

Home Dairy employed several workers, including Charles Heath, who married Nelda Schumann of the Schumann family on Coldspring Rd. A dairy bar was also a part of the dairy location, and it was a treat to have a malt or ice cream cone at the counter on a hot summer afternoon. The dairy also ran two or three milk delivery routes in the Neenah and Menasha area. One way of advertising was to have a customer's young toddler pictures with a Home Dairy product. This would run in the local newspaper and was a big hit.

**Newspaper ad for Home Dairy. Barb Genett.**

Home Dairy ceased operations when the property it sat on was sold for the expansion of Highway 41 in the 1950s. Some of the employees, including Charles Heath and Mel Peotter, transferred to Gear Dairy in Menasha.

**SOURCE:** Barb Genett



## IMMIGRANT'S LETTER HOME

Tom Grimes and his family had immigrated to the United States from Ireland in 1847, arriving in Boston. The family sent Tom out west to look for a place to settle. Although it took a year and travel through Indiana and Illinois, he eventually ended in Wisconsin and settled in the Town of Menasha. Tom Grimes sat down and penned a letter to the rest of his family, telling them of the new-found land and asking them to join him. Printed below is a portion of that "old letter" as interpreted by the late William S. Grimes.

May 21, 1849  
Neenah, Wisconsin

*Dear Family*

*You do not know the trouble I've had. Now I must write this in haste, for the post goes but once a week. I have traveled much and hard, but I now bought 160 acres of the finest land in AMERIKEE. It's enough for all of us. It's all timbered except 8 acres cleared by the first owner who lost it cause he couldn't make the payments to the State of Wisconsin. I am putting in potatoes, beans, corn, etc. There will be plenty for all of us over winter. Now be ye not employed, come on with ye, as fast as ye can, for the State is filling up fast convert all but beds and clothes to gold for money is very valuable here. Have 4 acres of winter wheat coming fine. Was planted last fall by previous owner. Plenty of all. Bring \$300.00.*

HOW TO GET HERE – *Take the Hudson river north to Albany, New York, than the immigrant train to Buffalo then take steam boat through Lake Erie and Lake Huron and into Lake Michigan, then down the west shore to Sheboygan, Wisconsin. Write when ye get this letter and I'll meet ye there. Now, be I not able to meet ye there, take the wagon trail to Fond du Lac and then north to Neenah.*

*It's 70 miles by wagon from Sheboygan to Neenah. When at Neenah, go to Bridy Scanlon's store. She knows where the farm is – about five English miles from Neenah. Write as soon as you get this – address it to Neenah P.O. to be picked up by me there. See ye at Sheboygan or Bridy's in Neenah. PLEASE HURRY.*

**SOURCE:** Grimes Family

## JESSE JAMES GANG RIDES THROUGH THE TOWN.

Arvin Sell tells of a story that he has been told numerous times in his younger years regarding the infamous Jesse James gang. Over by Schildt Park, there is a small creek that runs through crossing under Coldspring Rd. and widening into a small pond before continuing eastward to Little Lake Butte des Morts. That area was once owned by the Schildt family, but prior to that was owned by Ed Hansen.

Ed Hansen's grandfather tells of the infamous Jesse James gang that rode through the Town of Menasha sometime in the 1800s and had camped out near this pond on the Hansen property for three days in order to give their horses and themselves a rest from traveling. According to these stories, the gang was on their way to Green Bay and then, ultimately, Minnesota. The group of men were described as being very courteous and "nice young gentlemen". They had gotten some milk and eggs from the Hansen farm and paid for everything they took.



**Jesse and Frank James, 1872.**

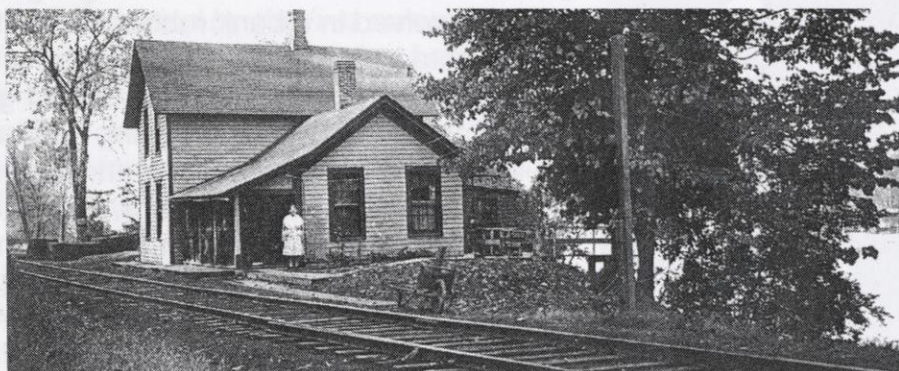
There have been several historical accounts of the Jesse James and Cole Younger gang being involved in a bank robbery in Northfield, Minnesota in 1876 that resulted in several members being shot and the Younger gang captured. It is said that the gang had traveled to Minnesota from Missouri, some saying by horse, others by train; however, there are accounts of the James gang fleeing Minnesota, going through Wisconsin, and ending up in Kentucky. This would possibly put their travels through the Town of Menasha on their flight from Minnesota. I have checked with various Western historians who have been unable to refute this story but say that it is possible!

**SOURCE: Arvin Sell**

## LADY OF THE FOX RIVER

Rosemary Bruehl (Catlin) has lived on the Fox River her entire life. She was recently honored for that by the Friends of the Fox organization. Her parents moved to Appleton in the early 1900s, living on the Fox River. Her father, George Catlin, was an avid duck hunter and in order to hunt near the river, one had to own land. George was employed by the Milwaukee Road railroad as a bridge tender near Memorial Dr. in Appleton. He was given a house by the railroad down on the river, known as a "railroad house." This home was located down on the banks, and Rosemary remembers that "it was 86 steps to get up the hill to the street."

This home was situated only about 3 feet from the actual tracks. Rosemary recalls vividly that the cupboards would shake, and cups would fall each time a train went by. The Catlins also raised chickens which would pose a problem whenever trains came by. "Mother would tell us to grab a broom and go outside and chase the chickens away." "Some nights we would be having chicken if they weren't fast enough."



**The "railroad house" of the Catlin family. Located along the railroad tracks, below the Memorial Dr. bridge in Appleton. *Rosemary Bruehl.***

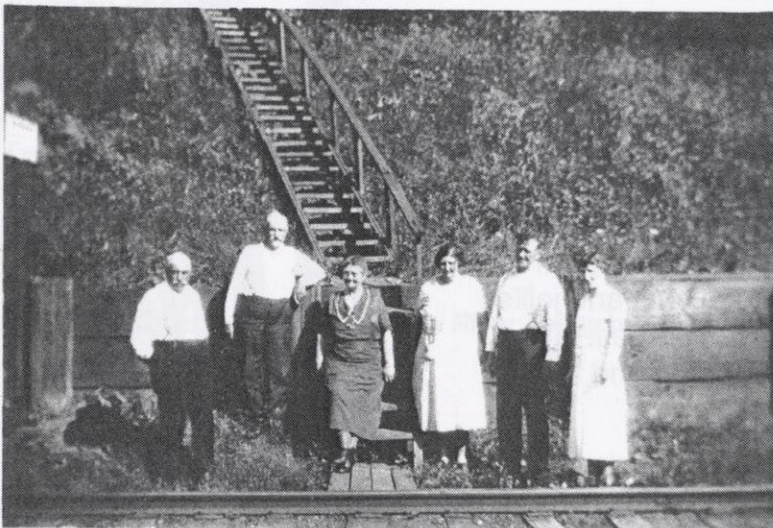
The bridge tender had a rather busy job. The role of the bridge tender was to change the positions of the railroad bridge, either allowing a train to cross the river, or a boat to pass through. The bridge tender would work hand in hand with the lock tenders in Appleton and Menasha to advise each other of boats headed their way. Rosemary recalls that the bridge and home were run off the same power. When the bridge had to be moved, George would "unplug" the home and "plug in" the bridge.

Rosemary also remembers her father renting rowboats during the 1920s and 1930s. At the time, there were not many cars around, and “if a guy wanted to take his gal for a ride, he would rent one of the rowboats for the day.” George Catlin worked for the railroad for 58 years. If an employee worked for over 50 years, he received a “golden pass” which entitled him to free travel by rail for life. Rosemary remembers traveling to Milwaukee with her family and the train conductors being amazed at her father’s “golden pass.”

In 1941 Rosemary and her husband Richard purchased land on Lakeshore Dr. She remembers being the second home there, having the Beck farm to the north and the Page farm to the south. They had a difficult time obtaining a loan for the property, being asked by several bankers why they would want to live on the land by the river, calling it “swampland” and stating that it would never be worth anything.

Richard Bruehl was a carpenter/finisher by trade and had done a lot of the carpentry and finishing work when the current Springroad School was constructed. Rosemary’s most memorable events from living on the Fox River were watching the Valley Queen riverboat come by in the summers in the 1930s and 1940s. “The Japanese lanterns were lit, the ladies were all dressed up and the orchestra was playing ‘On Moonlight Bay’”, Rosemary recalls.

**SOURCE:** Rosemary Bruehl



**Catlin family members standing at the bottom of the stairs along the railroad tracks in front of the “railroad house.”**

**L – R: George Allanson, Maggie Allanson, Rose Catlin, George Catlin, and Mina Friederich.**

## LAKE STURGEON



**Sturgeon caught in 1953 by Richard Buss. *Dick Slattery.***

Originally, these fish were considered a nuisance as they would continuously get caught in fishing nets. It wasn't until after 1865, that their economic value was discovered. The sturgeon eggs can be made into the delicacy – caviar, and the fish could be eaten raw or smoked. A gelatin taken from the bladder could be used to make jams and jellies and used to clarify alcoholic beverages. The fish were also used for oil and glue and the skins were tanned for leather.

The Town of Menasha area is home to a special, prehistoric fish that is said to have its ancestors date back 300 million years ago. Lake Winnebago is reported to contain the world's largest population of lake sturgeon.

Lake sturgeon are bottom feeders that have no teeth and search the bottoms of the shallow lakes and rivers in search of food which consists of algae, insects, worms, and other similar organisms. The fish have rows of bony plates and have no scales. They have a life span of 50 years and are said to grow to great lengths and sizes.



**1963 opening day of sturgeon spearing. *Dick Slattery.***



**Record size sturgeon speared by David Piechowski, 2004. *Appleton Post-Crescent*.**

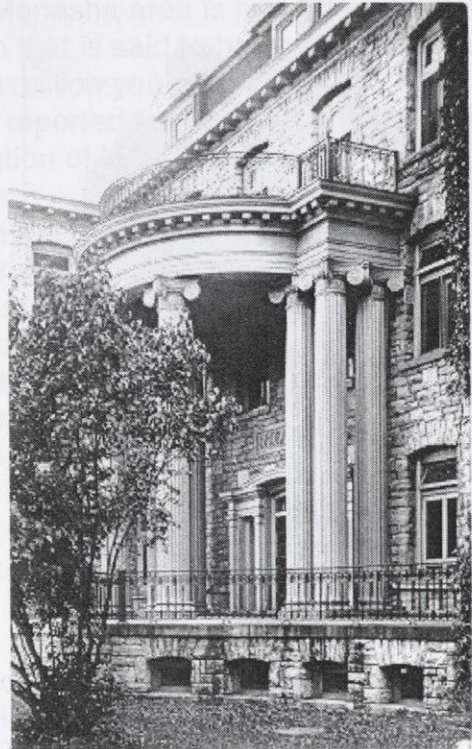
Harvesting of the sturgeon has become a time-honored tradition each winter. Each year a week is set aside for this harvest, which typically consists of using spears to capture these prehistoric fish. The Town of Menasha, bordering the northern end of Lake Winnebago, has become a popular haven for these sturgeon spearers.

The *Neenah Gazette* reported in its January 25, 1879 edition of the "Butte des Morts whale" which was taken off of Pages Point on Little Lake Butte des Morts: "Two young men of Menasha, by the names of Page and Fisher, caught the largest sturgeon in Little Lake Butte des Morts, Sunday that was ever seen in these waters. It measured 7'4" in length and weighed 230 pounds."

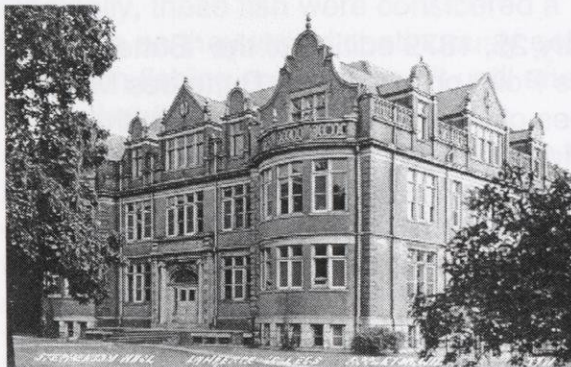
**SOURCE: *Historic Tales of the Fox River Valley* by Giles Clark**

## LAWRENCE UNIVERSITY BUILT FROM THE TOWN

Historical accounts show that one of the first settlers in the town, James Ladd, had constructed a lime-kiln on the west side of Little Lake Butte des Morts, which is said to have supplied the bricks for the construction of Lawrence University in Appleton. Arvin Sell, a long time resident of the town, also states that back in the 1800s on the back side of his property was a stone quarry where the stone and bricks used to construct Lawrence were taken from. Arvin describes this area as being in the area of present day USH 41, just north of the Green Bay Rd. overpass. There was a local man named Neff that had operated a "horse dreying" business, which is similar to today's trucking companies. Apparently' this Neff gentleman had hauled all of the stone and bricks to Lawrence from this quarry.



**Lawrence University Brokaw Hall  
1915. Lawrence University.**



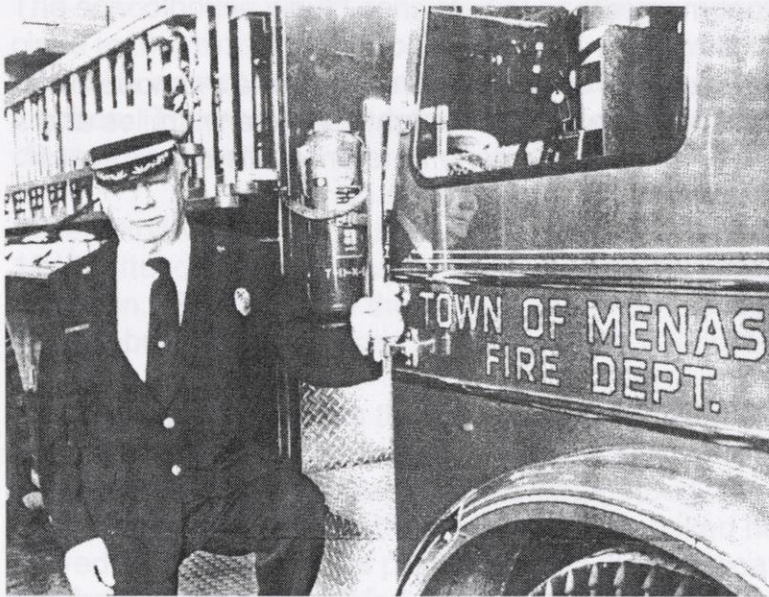
**Lawrence University Stephenson Hall  
1915. Lawrence University.**

Arvin says that this Neff gentleman lived over in the area of the Bengal Farm, near present day road of the same name. Research has shown that a Samuel Neff was another early settler that lived in a government block house near present day Fritse Park' and the person that Arvin describes could be a descendant of Samuel Neff.

**SOURCE: Arvin Sell**

## LEGEND OF ROSIE O'GRADY

Gene Patzner, owner of Home Furniture, laughingly recalls the good old times of McGlinn's Tavern and the St. Patrick's Day festivities that would occur each year. He proceeds to tell me of the legend of "Rosie O'Grady."



**Joe McGlinn, served as a Town of Menasha firefighter for 27 years, shown here on his retirement as assistant chief.**  
*Appleton Post-Crescent.*

The legend of Rosie O'Grady takes us back to the 1960s and McGlinn's Tavern. McGlinn's Tavern was a popular Irish tavern, owned by Joseph McGlinn, located on Valley Rd. where the present day Cinderella Bar is located. The original McGlinn's building was a small wood-framed building that was demolished and buried in a deep hole.

Joe McGlinn purchased the tavern in 1949, and it was quite popular with the Irish folk, especially on St. Patrick's Day. Joe McGlinn added a 24' X 58' addition, "just for St. Patrick's day," Joe recalled in a *News-Record* interview in 1983. Joe served on the Town of Menasha Fire Department for nearly 27 years, retiring as an assistant chief.

Gene Patzner states that if you dug a hole fifteen feet deep in the corner of his lot, you would find the original McGlinn's Tavern. "Years ago, that's just what they did with the old buildings," Gene states.

Being an Irish pub, McGlinn's was a popular hangout on St. Patrick's Day each year. Each year the owners of McGlinn's would bring in a coffin containing a mannequin, rightfully dubbed, "Rosie O'Grady." All day long, patrons would toast their drinks to celebrate the life of Rosie O'Grady.



At the end of the day, a procession would be arranged to bring Rosie to the cemetery down Valley Rd. Even the police got in on the celebration by leading the procession. Some where along the way, the mannequin would be swapped with a real female! Passersby would join in with the McGlinn's patrons as would spouses and family members.

Once everyone arrived at the cemetery, one person would shout out "Let's have one drink to Rosie!". The casket would then open and Rosie would rise, agreeing to the last toast! Unsuspecting people would scream in horror and many drinks were spilled at that moment!

The legend carried on until the early 1970s and still lives on in the memories of many! Since I have been told of this story, it has brought back many smiles and memories to others that I have told this to. Darlene Forster recalls being one of the surprised people at the opening of the casket at the cemetery!

**SOURCE: Interviews with several residents**

## LIFE IN A ONE-ROOM SCHOOLHOUSE

Eileen Tews (Nennig) attended the old one-room River Rd. School which was located on the corner of Highway 41 and E. Shady Ln. It was in an area where the present day American Ct. stands. Eileen recalls that the schoolhouse stood on a hill and the small creek, that is still there today, ran behind the school. The schoolhouse served grades one through eight.

The schoolhouse would consist of one large room, with chairs set in a semi-circle in the middle of the room. As you would walk in the front doors, there would be a room off to the side with hooks to hang coats and a shelf to hold lunches. There was also a drinking water fountain and closet which held the classroom materials.

Eileen, known as Peggy, at the time attended River Rd. School from 1941 to 1948, attending 'til grade seven, when she transferred to St. Joseph's school in Appleton. Eileen recalls there were four other children in her class: Richard Peapenburg, Tom Kaufman, Charles Derby II, and "Snuffy" Van Fossem.

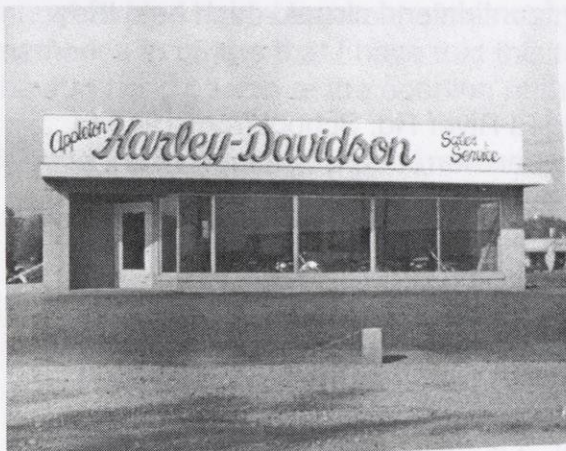
There were two teachers that served during Eileen's time at the school. The first teacher, Ms. Baumgarten, also known as Mrs. Juice, and was later replaced by Mrs. Pfeiffer. Eileen says she never understood why Ms. Baumgartner went by her maiden name, until later in life when she asked her father, who at that time served as a school board president, said that the board tried not to hire married teachers, as they were afraid they would become pregnant and need to be replaced. Apparently, the board realized the potential discrimination when they hired Mrs. Pfeiffer. The single teacher would be responsible for the entire school, which would average approximately 30 children. She would start to instruct one grade and then give an assignment and move on to the next grade level. When she reached the end, she would start all over again with a new subject. The teacher was always able to maintain control over the children and relied on parental involvement.

Some of Eileen's memories include the annual Christmas program. Preparations were made early in December, and practice would be held for an hour in the afternoon; however, Eileen says that practices would always extend all afternoon! Parent would construct the stage of wood planks which would be set inside the school. Children would also celebrate Arbor Day by cleaning and raking the school yard all day. Spelling bees would also be held each year for all the students, and the PTA would hold monthly meetings, which always ended in a card party.

**SOURCE:** Eileen Tews

## RACETRACK IDEA TURNS INTO A MALL

Paul Forster's father Andrew started the Fox Valley's first Harley-Davidson dealership at 725 W. Washington St. in Appleton in 1949. During this time, the Appleton Motorcycle Club, which Andrew was a member of, was looking for some land to build a ½ mile race track. The club purchased 42 acres of land off of Memorial Dr. between Calumet St. and Valley Rd. in the early 1950s. Before they could begin construction of the new race track, they were approached by Gerald Hoffman, who wanted to buy some of the land to construct an enclosed shopping center, which would later become Valley Fair Mall.



**Appleton Harley-Davidson. Paul Forster.**

The motorcycle club sold that land, and the land remaining was much too small for the race track. They decided to divide it up into single lots and sell it off to home construction. A road was built through that land and was duly named Chain Dr. as a reference to the motorcycle club, as motorcycles were chain-driven at the time. In 1956 Andrew Forster constructed a new building on the corner of the new Chain Dr. and Memorial Dr., to house his growing Harley-Davidson business. The business remained at that location until it was sold in 1963 and relocated once again. At that time a second story was added to this building and it has housed a variety of businesses since that time and still remains at that location today. As for the Harley-Davidson business, it changed ownership and locations several more times and is currently located in Grand Chute.

**SOURCE: Paul and Darlene Forster**

## PROHIBITION AND CEMETERIES

As reported in the *Appleton Post-Crescent* on July 23, 1981.

“The outlying area that was the Town of Menasha during the prohibition, especially those places with ravines, woods, and other hiding places played a big part in keeping the Fox Valley from being too dry.

The late Bill Zeininger Sr. wasn't too shy in telling about those good-old bad-old-days and he recorded some of his tales on tapes that have been saved by his son Bill Jr. Old Bill told about the operation for making brew that was in existence out on Tayco St. until “somebody spilled the beans” and a few enterprising fellows had to race for the homegrown brewery, break up the equipment and roll the stores down into the ravine behind the St. Mary cemetery. However, the product was found and those in authority did what they had to do and destroyed the containers with axes. “Oh it was a terrible thing,” bemoaned old Bill.

Township cemeteries have played a role in booze trafficking too, according to another party who prefers his name not be revealed out of fear for retaliation by his relatives. According to him, a shipment of spirits was moved into the Fox Cities early one weekend and the couriers were worried that the appointed place of delivery was being scrutinized.

For lack of a better idea, he told the men he would pay for the stuff and that it was to be left in the cemetery around the grave marker of his family. The delivery was made as suggested and apparently the dealer notified his buyers where they could find their goods. “It must have been something to see that Sunday morning,” said the man, “when an unusual number of good citizens, all dressed in their Sunday best and probably on their way home from church, made a call at the parish cemetery to supposedly pay homage to their departed loved ones.”

**SOURCE:** *Appleton Post-Crescent*

## SACKETT'S GROCERY

Harvey and Mildred Sackett had lived in the Town of Menasha on Lakeshore Dr. after serving together in the Army during WWII. Harvey had owned the Empire Bar on College Ave. in Appleton and was looking to open another business. He decided on opening up a small "country" grocery store on Racine Rd. At the time the only closest grocery stores were in Appleton and Menasha. It was thought that this would be an ideal location for the growing neighborhood.



*Sackett's Grocery, July 1949. Dawn Sackett.*



*Sackett's Grocery and the Sackett home next door, circa 1955. Dawn Sackett.*

Shortly after the store was built, Harvey built a home next door for his family. According to their daughter, Dawn, her mother couldn't swim and was afraid the kids were going to drown by living on the lake. She couldn't understand why she would feel safer living on the much busier Racine Rd.

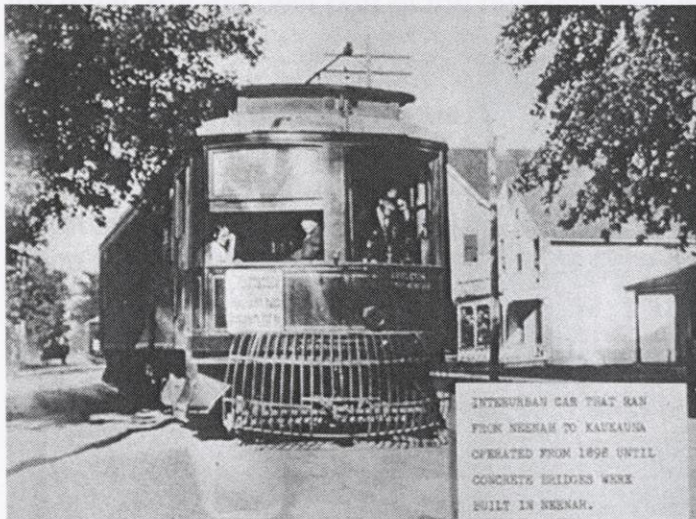
The Sackett's operated the grocery store for several years until it became too cost prohibitive. During that time; patrons would be allowed to purchase on credit; however, many would never pay up on their debt. Harvey, at times, would take items in trade, as evidenced by a large box of "trinkets" his children found in the back of the store. Harvey eventually auctioned off both properties and went to work in the construction trade as a mason, eventually serving as President of the Neenah Masonic Temple.

**SOURCE:** Dawn Sackett

## STREETCAR ADVENTURES

Many town residents that I have spoken to have fond memories of the streetcar. Rosemary Bruehl recalls riding the streetcar quite often from her home in Appleton to meet her relatives at Waverly Beach for summer picnics. She vividly remembers one particular conductor, Mr. Hughes, as being a nice man and seemed to be always working the streetcars when Rosemary rode.

Betty Goss remembers riding the streetcars every Sunday to visit her mother's family in Kaukauna. On one occasion when Betty was a young child, she was wearing a new petticoat and had a new slip on with crocheted lace. Betty lifted her dress, showing her slip singing, "lace for show, lace for show," as she paraded up and down the aisle, which greatly upset her mother at the time!



Alice Weber recalls riding the streetcar as a child. Alice grew up on the Gear Farm on Plank Rd. and would ride the streetcar with her sisters each day to school and back. One day, Alice, a kindergartner at the time, was waiting for the streetcar after school; however her sister Sybil was late. The streetcar arrived and Alice boarded without her sister.

The Gear Farm was located out on Plank Rd., and Alice knew that she had to get off the streetcar at "Finnegan's corner." Finnegan's Tavern was located on this intersection. When Alice boarded the streetcar, the conductor had difficulty understanding her. Alice ended up missing her stop and rode the streetcar "all over town".

While Alice's sister and mother grew worried, Alice states that she had a wonderful time riding the streetcar. When the streetcar stopped for the conductor change, the off-going conductor was explaining to his counterpart that he didn't know where the young girl belonged and that she had been riding all afternoon. The on coming conductor knew Alice's father and replied, "That's Charlie Gear's daughter," and was able to drop young Alice off at Finnegan's corner.

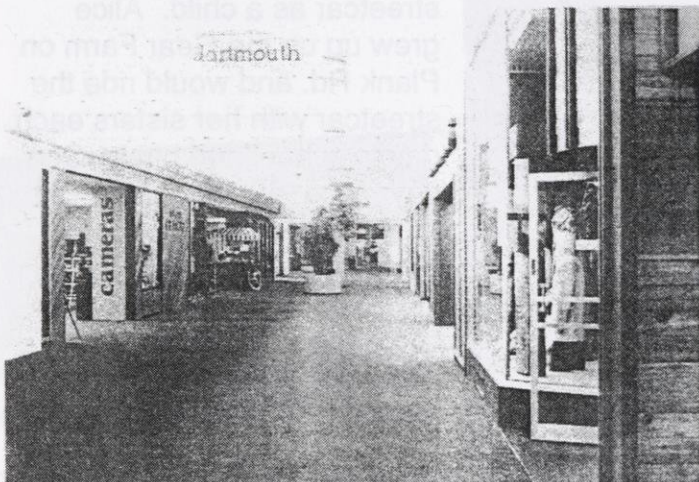
**SOURCE:** Interviews with local residents

## VALLEY FAIR WAS A HOT SPOT FOR KIDS

*This story courtesy of Appleton resident Jason Fowler.*

Let me start by saying that for anyone born and raised in the Fox Valley and older than age 35, Valley Fair Mall was one of the first places to go and hang out. Valley Fair was a big part of the lives of all the kids who lived by the mall and, for that matter, the Fox Valley. As a 40 year old who grew up less than a half-mile away from the mall, I have many great memories of it and the surrounding area.

As a young child, my mother, sister and I would walk to the mall to have breakfast at the Golden Griddle and to shop for part of the day. On special days we would get some ice cream at Grant's Department store and get groceries at the Food Queen. One day, as a very young kid, I remember seeing the world-famous Harlem Globetrotters.



**1981 photo of Valley Fair mall hallway. *Appleton Post-Crescent*.**

On the hot summer days, to find something to do, all we needed to do was walk or ride our bikes to the mall. I can still remember the sweet smell of the burlap bag that you sat on to go fast down the big red slide with the hills that were there before the Kohl's building but right by the old movie theater and the old Grant's Department store. When you had enough of the slide, you could walk to the back of the building and take a few hot laps on the go-kart track. After that, you stopped by the fireworks stand and some items for the big Fourth of July bash. Then there would be the big beer can shows they would have in the old part of the mall before that was torn down to make way for Kohl's.

SOURCE: Dawn Backen

Also, behind the mall was a large woods. We would ride our dirt bikes through the winding trails, over the jumps and through the big mud puddles after a big rain, and come back full of mud for our mothers. We also used to shoot our pellet guns back in the woods (I'm sure we weren't supposed to be doing it, but it went on.) Then the go-kart track was gone, but we made ourselves a new track form the old one for our BMX bikes that we were into then. But we lost that as well when we called *The Post-Crescent* to come and take pictures of our new track to show off the big jumps we had made. The pictures of our friend crashing his bike on the second page of *The Post-Crescent* didn't help us at all. Shortly after that, the track was all cleaned up. No more racing there, but we did make the paper and as a 10- or 12- year old, that was big time!

So the slide and the go-kart track were gone, and the woods were being taken from us to make way for the retirement home that's now there. Then Kohl's came in, and the mall got carpet floors. Yikes, no more riding our bikes inside the mall! But the best part of the new changes at the mall were coming.

Enter 1979, and a new product called the video game. Pocket Change opened, as well as the new movie theater and Godfathers Pizza. There was a Nike shoe store, along with a custom T-Shirt place. What more could a kid of 14 want? We spent many days mastering the likes of Pac-Man and the Galaga bees swarming at us. On snow days when we had no school, we could always walk to the mall. Once there, we had to hope that the manager of Pocket Change would make it in so we would have something to do for the day.



It was a place to meet new people and, of course, look to meet girls. Many of us took our first dates to that movie theater. We rented our first tux for prom at the old Maurices. I had friends who worked at Mike's Town and Country and several other stores there. My hair was cut there for many years. I bought my first gift for a girl there when I was back in fifth grade. The mall, at the time, was a one-stop place. We could get our Godfathers Pizza, watch a movie with a date, and still be able to play some video games. Can a 15-year old ask for more than that? Well, back then, no. And the best of all was we could walk or ride our bikes to the mall. I sure haven't noticed many bikes at Fox River Mall.

Valley Fair signs, 2006. Author.





**Center Court, once the most popular place in the mall, with Pocket Change arcade and the movie theaters. 2006. Author.**

I had been away from the area for 15 years and, when I came back this past year, one of the first places I went was to the mall to reminisce about old times. It opens your head to walk the same places you did as a child and think about then and now, where you've been and gone. The memories will always be there, no matter what's built in its place. A new building can't take away the past memories of the kids who lived close to Valley Fair Mall. The sounds of the arcade and the life of the mall will fall silent. But I can always go back and play the golden tapes from my mind to remember the good old days of the mall, when it was full of adults and children playing and having fun shopping. It was the place to be.

**SOURCE:** Jason Fowler

## **UNSOLVED MYSTERIES**

### **Frank Frye**

December 21, 1969 - Frank Frye, a retired Appleton police detective sergeant, is working his retirement job as the night clerk at the former Embassy Motor Lodge, now the present Colonial Inn, at the corner of CTH BB and USH 41. That morning, at approximately 6 a.m., Frye's body is found in a snow bank off of CTH MM just outside of Zittau in rural Winnebago County. About a half hour before his body is discovered, the manager of the Embassy Motor Lodge reports Frye missing, along with about \$260. The manager last reports checking on Frye around 3 a.m.

The Town of Menasha didn't have a police force at the time; therefore, the Winnebago County Sheriff's Department was assigned the case. There have been several theories into the murder including robbery, revenge by some criminal from Frye's 22 years on the Appleton force, or some sort of unknown grudge. The sheriff's department had several suspects and many leads; however, the case has remained unsolved. The case is still being looked at by the Winnebago County Sheriff's Department and recently the Wisconsin Division of Criminal Investigation has assigned an investigator to assist.

Anyone with information on this case is urged to contact the Winnebago County Sheriff's Department.

**SOURCES:** Winnebago County Sheriff's Department  
*Appleton Post-Crescent*

### **Bonnie Repinski**

August 15, 1975 – Bonnie Repinski, a Sheboygan native, is currently living in the Town of Menasha near her sister as she goes through a divorce from her husband David Repinski. As with many divorces, this is an emotional times for the entire family, and Bonnie moves to the town to try to alleviate some of the stresses with the pending divorce. David Repinski calls Bonnie a few days earlier and plans to take her out for her birthday and to talk about the pending divorce. The couple goes out to several taverns in the Oshkosh and Neenah area before heading back to Bonnie's new home. According to David, while they were enroute, an argument ensued and David says that Bonnie got out of the car near the intersection of USH 41 and STH 150 to walk home. Bonnie has never been seen or heard from since that time.

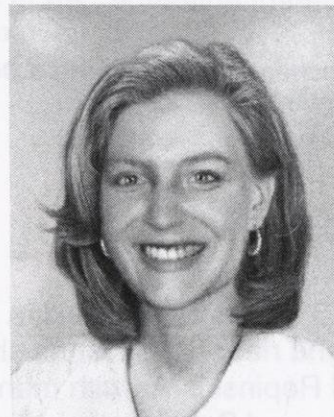
The case is being handled by the Winnebago County Sheriff's Department presumably because it occurred on USH 41, which falls under the jurisdiction of the sheriff, or due to the fact that the Town of Menasha Police Department was in its infancy at the time and did not have an investigative unit at the time. The sheriff's department investigation has failed to produce any significant developments, and Bonnie is still listed as a missing person and occasionally the sheriff's department receives information which they follow up on.

Anyone with information on this case is urged to contact the Winnebago County Sheriff's Department.

**SOURCE: Winnebago Sheriff's Department**

### **Laurie Depies**

August 19, 1992 – Twenty-year old Laurie Depies leaves work from the Fox River Mall enroute to her boyfriend's apartment on W. Wilson Ave. in the Town of Menasha. She drives her 1984 gray Volkswagen the six miles and presumably arrives in the apartment parking lot at approximately 10:20 p.m. Her boyfriend did not actually see her arrive, just heard the noisy muffler from her vehicle. When Laurie did not come up the stairs to the apartment after some time, he went down to check on her, finding her car parked in a parking stall with a Styrofoam cup on top. Laurie has not been seen or heard from since.



**Photo on left shows Laurie as she looked in 1992. Photo on right is a computer enhanced photo showing what she might look like in 2005. Town of Menasha Police Dept.**

The Town of Menasha Police Department was contacted and has been investigating the case ever since. At the time, former Chief William Wiess tells the media, "Really, there are basically three scenarios that could have occurred: one, she was forcibly abducted by a stranger; two, she left on her own volition with somebody she knew or thought she knew; and three, she just decided to leave."

The case continues to be actively pursued and is reviewed periodically each year by the same original lead investigator with assistance from the Wisconsin Division of Criminal Investigation. Anyone with information is encouraged to contact the Town of Menasha Police Department.

**SOURCE: Town of Menasha Police Department**

1855 - 1858	Eliza D. Smith
1868 - 1869	Fred Schnellan
1871	F. Schnoker
1880 - 1881	P. Verbiok
1886	M. J. Crossdon
1904	Isaac Tipler
1910	Fred Jennerjohn
1913 - 1927	William Grimes
1929	John F. Schmidt
1930 - 1935	Henry Schwarzbauer
1935 - 1939	J. Bernard Darby
1945 - 1951	Oliver Jacobsen
1964 - 1965	Amos Page
1966 - 1973	Roland Kampfe
1973 - 1977	George Strohmayr
1978 - 1981	Esther J. Walling
1982 - 1984	James Greiner
1985 - 1990	Garth Walling
1990 - 1992	David Henneman
1993 - 1994	Gerald Finch
1995	Juff Van Handel
1996	Nancy McFadden
1997 - present	Jaden Tewe

Researched by Mary Helling

The Town of Menasha Police Department is currently reviewing the case and is actively pursuing leads. The case continues to be actively pursued and is reviewed periodically each year. Anyone with information is encouraged to contact the Town of Menasha Police Department.

SOURCE: Town of Menasha Police Department

## Laurie Depies

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Photo on left shows Laurie as she looked in 1992. Photo on right is a computer enhanced photo showing what she might look like in 2005. Town of Menasha Police Dept.

## APPENDIX REFERENCES

### TOWN OF MENASHA CHAIRMEN

1855 – 1856	Elisha D. Smith
1857 – 1858	Phil Heins
1859 – 1863	John Potter Jr. and Orville J. Hall
1864 – 1865	Orville J. Hall
1866 – 1867	Curtis Reed
1868 – 1869	Fred Schnellen
1870	A. E. Bates
1871	F. Schnelker
1880 – 1881	P. Verbick
1886	M. J. Creedon
1904	Isaac Tipler
1910	Fred Jennerjohn
1913 – 1927	William Grimes
1929	John F. Schmidt
1930 – 1935	Henry Schwarzbauer
1935 – 1939	J. Bernard Derby
1945 – 1951	Oliver Jacobsen
1964 – 1965	Amos Page
1966 – 1973	Roland Kampo
1973 – 1977	George Strohmeyer
1978 – 1981	Esther J. Walling
1982 – 1984	James Greiner
1985 – 1990	Garth Walling
1990 – 1992	David Henneman
1993 – 1994	Gerald Finch
1995	Jeff Van Handel
1996	Nancy McFadden
1997 – present	Arden Tews

Appleton Post-Crescent newspaper

Menasha Record newspaper

Oshkosh Northwestern newspaper

Researched by Mary Heiting

APPENDIX

TOWN OF MENASHA CHAIRMEN

Arden Tewa	1997 - present
Nancy McFadden	1996
Jell Van Handel	1995
Gerald Finch	1993 - 1994
David Henneman	1990 - 1992
Guth Walling	1985 - 1990
James Geiner	1982 - 1984
Esther J. Walling	1978 - 1981
George Strommeyer	1973 - 1977
Roland Kampo	1968 - 1973
Amos Page	1964 - 1965
Oliver Jacobson	1945 - 1951
J. Bernard Daby	1955 - 1959
Henry Schwarzbauer	1930 - 1935
John F. Schmidt	1929
William Gimes	1913 - 1927
Fred Jannetohn	1910
Isaac Tipier	1904
M. J. Credon	1898
P. Verpick	1880 - 1881
F. Schnelker	1871
A. E. Bates	1870
Fred Schriener	1868 - 1869
Curtis Reed	1868 - 1867
Orville J. Hall	1864 - 1865
John Potter Jr. and Orville J. Hall	1859 - 1863
Phil Heins	1857 - 1858
Elisa D. Smith	1855 - 1856

Reprinted by Gary Helling

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