

Approximate boundaries:
N-W. Silver Spring Dr; S-W. Hampton Ave;
E-N. 91st St; W-N. 103rd St

NORTHWEST SIDE *Timmerman Airport*

NEIGHBORHOOD DESCRIPTION

The neighborhood of Timmerman Airport is a generally flat area that includes a few businesses, and a small number of residential properties, and of course, the airport within its boundaries. The businesses are located at the corner of West Appleton Avenue and North 91st Street. The small number of houses are along the west side of North 91st. The residences are mainly Cape Cods and a few multi-unit apartment buildings.

There is no public park or significant green space in the neighborhood, other than the airport. See photos below.

HISTORY

Over 50 neighborhoods on Milwaukee's northwest side once comprised the Granville Township in Milwaukee County, which extended from Hampton Avenue on the south to County Line Road on the north and 27th Street on the east to 124th Street on the west. The Milwaukee neighborhood of Timmerman Airport was once part of Granville Township.

Early populations

According to the *Milwaukee Sentinel* (March 22, 1877) there were originally three small settlements in Granville. The first, in 1835, was the family of Jacob Brazelton which included 11 sons. The second was duo Daniel R. Small and W.P. Woodward from Indiana who pitched their tents in the center of the Granville area shortly after the Brazelton family arrived and later built homes. The third group of settlers, the Joseph R. Thomas family and S.C. Enos, arrived shortly after Small and Woodward.

Within a few years a new group arrived from the town of Granville in Washington County, New York. The assemblage included the Evert, Brown, Crippen, Lake, Dutcher, and Norton families. They gave their new home the name of their former home in New York.

But it was not these earliest settlers that established much of the culture of Granville Township. That role belonged to a wave of Pennsylvania "Dutch" (i.e., Germans) who arrived just a few years later from Telford, Pennsylvania, including the Wambold, Leister, Scholl, Barndt, Price, Bergstresser, Borse, Klein, Martin, Huber, Groll, Horning, and Lewis families. The Pennsylvania Dutch, under the leadership of Samuel Wambold, quickly established the German Evangelical Lutheran and Reformed Church (now known as Salem Evangelical Lutheran Church) in 1847. The following year, the church's pastor, Wilhelm Wrede, called a meeting of local Lutheran ministers at the church. This group would later become the Wisconsin Evangelical Lutheran Synod. A museum of these early synod activities now stands on 107th Street (see outings).

In the 1840s there were over 200 people living in Granville Township, and the numbers continued to grow. A small Irish community settled on Granville's eastern border to the center of the township. Initially they set up tents, built brush shanties, and log cabins. But during these early years, Granville Township remained strongly German, and more Germans arrived every year.

Today's neighborhood-
Timmerman Airport
from W. Appleton Ave.



Englesburg

Granville Township was divided into smaller units—mostly unincorporated hamlets. Much of the area that is today the Timmerman Airport and the Valhalla and Silverswan neighborhoods had been called Englesburg, named after German settler F. W. Engles. Englesburg centered around today's 91st Street, Wisconsin Highway 175, and Villard. The unincorporated town was populated by German Catholics who established St. Martin's Catholic Church as their anchor. Englesburg became known for its early auto races on a four-mile stretch of road—races that became famous for cars that reached speeds of 20 miles per hour!

Timmerman Airport

The Lawrence J. Timmerman Airport, originally named the Curtiss-Wright Field, was built in 1929 in Granville. It was owned by Curtiss-Wright, an airplane manufacturer, who sold the airport in 1945 to Fliteways, Inc. In 1947, Milwaukee County purchased Curtiss-Wright Field. At the time the airport was 131 acres. Under the County's direction, the airport gradually expanded to 420 acres serving over 30,000 aircraft operations a year.

Curtiss-Wright Field was renamed Lawrence J. Timmerman Airport in 1959, after a long-time chairman of the Milwaukee County Board of Supervisors. See his profile on the following page.

Movement toward annexation

Economic prosperity reigned in Granville, due partially to the work ethic of these early German farmers. The town remained predominantly rural through the early half of the 20th century. From the late 1800s to World War II Granville was an important center for dairy and truck farming. Resident William Schlapmann owned a creamery that produced 100 pounds a day. Gradually industries began to open in Granville and the area eventually became the most concentrated base of industrial employment in Wisconsin—today including industrial parks and scores of companies.

In 1956 the residents and property owners of Granville were given a choice to consolidate with the City of Milwaukee. Needing services that Milwaukee could offer—especially water--the majority of voters said yes to the referendum. By the 1960s, the western portion of Granville (16.5 square miles) was annexed by Milwaukee and parts of the eastern section consolidated as the Village of Brown Deer. Milwaukee became one of the few large cities in the United States that still had working farms within its boundaries.

Resident profile

(Information from U.S. Census and other public records)

Lawrence J. Timmerman

Milwaukee's Timmerman Airport was named after Lawrence J. Timmerman, who served on the Milwaukee County Board of Supervisors between 1923 to his death in 1959.

Born in Milwaukee in 1878, Timmerman was the son of two immigrants—his father from Holland and his mother from Austria. In 1906 he married Frances Leutermann, with whom he had two children. The couple lived on North 5th Street where Timmerman worked as a railway postal clerk.

During the early years of his marriage, Timmerman worked his way through law school, receiving a degree from Marquette in 1909. He opened up a law office at 114 Grand Avenue (later renamed Wisconsin Avenue). A few years later, he ran for the Wisconsin State Assembly and was elected. He then ran for the Milwaukee County Board of Supervisors where he was elected and served for 35 years. (See his campaign ad from the *Wisconsin Jewish Chronicle-Milwaukee*, March 11, 1932.)

Sometime in the 1930s, the Timmerman family purchased a home at 2326 North 38th Street in the Metcalfe Park neighborhood. In 1936, he was named chairman of the Milwaukee County Board. He took an active interest in air travel and during his years as chairman, the County Board oversaw the purchase of Curtiss-Wright Field—then located in Granville. In 1959, the year of Timmerman's death, the County Board renamed Curtiss-Wright Field the Lawrence J. Timmerman Airport.



Late 20th century

In the second half of the 20th century African Americans began to migrate to the Timmerman Airport and other former Granville areas. This happened for two reasons: (1) the need for housing following the razing of over 8,000 homes in the African American Bronzeville community in the late 1950s through the mid-1960s (see [Halyard Park neighborhood](#)), and (2) the availability of family-supporting jobs in industry in the former Granville community. As in most German-dominated areas in Milwaukee, the integration of the new population proceeded relatively smoothly. Many African American families were able to purchase homes and move into the middle class.

Unfortunately, the deindustrialization movement that began in the 1980s arrested this course.

Current populations (as of 2021)

Fewer than 500 residents live in today's Timmerman Airport neighborhood. Of these, over 7 in 10 are African Americans. Most of the rest are European Americans and those of German ancestry remain the dominant population in this category. There is also a scattering of Asians (mostly Hmong), Latinos (mostly Mexican) and people of multiple backgrounds in the area.

The median household income for Timmerman Airport is just under \$50,000, placing the neighborhood in the lower middle-income stratum. Residents over 25 are most often employed in administrative work, production, and sales. Neighborhood residents are nearly twice as likely to be employed in healthcare support or science as residents in other Milwaukee areas.

RECURRING NEARBY OUTINGS (Health conditions permitting)

In the following section the website addresses have been eliminated due to technical problems with the various ways different web browsers display PDF files. Website information on these events is available through the book *Milwaukee Area Outings on the Cheap*. See below.

TOUR OF MUSEUM OF WISCONSIN EVANGELICAL LUTHERAN SYNOD (WELS)			
When?	Where?	Description and contact info	Admission
By appointment	Salem Lutheran Landmark Church, lower level, 6814 N. 107th St.	Tour of more than 1,000 artifacts and pictures of the Wisconsin Evangelical Lutheran Synod	Free, but donations welcome

GRANVILLE BID CAR, TRUCK, AND BIKE SPECTACULAR			
When?	Where?	Description and contact info	Admission
Late Sep., Sun. 10am-3pm	Russ Darrow, 7676 N. 76th St.	Exhibition of iconic custom vehicles.	Free

JULY 4TH CELEBRATION			
When?	Where?	Description and contact info	Admission
July 4th, 9am-10pm	Noyes Park, 8235 W. Good Hope Rd.	Parade, Doll Buggy, Bike & Trike, and Coaster judging, games, fireworks.	Free

OPEN SWIM			
When?	Where?	Description and contact info	Admission
Daily, 1-5pm, holiday times vary	Noyes Park, 8235 W. Good Hope Rd.	Open swim year-round at indoor pool with diving boards, locker rooms, vending machines.	unk

Most of these outings are provided courtesy of MECAH Publishing. To access the book that provides nearly 600 outings—all priced under \$10—for the entire Greater Milwaukee area, go to <http://mecahmilwaukee.com/NonFiction.html>

QUOTES FROM RESIDENTS

In *The Golden Years of Yesteryear* by Emily Treichel Boehlke (reprinted in *A History of Granville* by Miriam Y. Bird, 1996), Treichel Boehlke writes about her family's history in Granville from the mid-1800s through the late 20th century. The following are passages from this work.

“When my Grandparents Treichel were first married and lived in their one room cabin, the Indians would stop in and admire their baby. . . At Grandfather Hackbarth's the Indians set up camps in the woods every spring and fall when they came to do their trading in Milwaukee.”

“Weddings in the 1860s and later were quite different from today. The invitations were hand written by the bride and groom and they were the hosts, not the parents of the bride. . . the silk

material for the brides' dresses was only 18 inches wide, so for a fancy dress, it took 18 to 20 yards of material. It was not unusual for a man to wear his wedding suit 20 to 25 years, or as long as it fitted."

". . . the settlers were having church services at the home of Ernest Zautcke, who had brought a reed organ from Germany to help him with his singing. One of the men could read a text from the Bible and the other religious books which they had brought from across. Mr. Zautcke then donated land for a church and school on the corner of [today's] Hopkins and Silver Spring Roads. They were served by visiting pastors from Milwaukee and vicinity."

"School [of her parents] was then held at the house of one of the member's house one month and at another one the next month, whoever had a room big enough to seat the children."

"The housewife had to plan well ahead for her household. There was the Arab that would come about once a month with two heavy suitcases full of notions and yard goods for house dresses. When he begged for a night's lodging the housewife would get a spool of thread for payment. Also a man with a big basket of oranges and bananas would come. Bananas were 25 cents a dozen for nice large ones. Later a baker would come once a week with bread and sweets."

"Every mother had to be well-schooled in home remedies. . . Plants and herbs were gathered in the summer to be dried and stored for the winter, to be used for any and all ailments."

"Grandfather would sit and knit many mittens and stockings for all the grandchildren while Grandma read to him and tended her many plants of which she had quite a variety."

"Even the first street cars were propelled by horse power. There were only 2 lines, one on 3rd Street to Williamsburg, a section of the city at North Avenue and Center and [one] further north (an all-German settlement)."

"In the beginning of the 1900s, there was no Silver Spring Drive, not even a wagon trail west of Hopkins Street. But the plans were made to have a road there, so one of the farmers would ride through the woods with horse and wagon or on horseback as best he could, so it would be legally kept as a driveway to the next mile west."

"During the first World War, all gathering of people was forbidden, due to the spreading of the flu. So at Freistadt Church only every other pew could be sat in, so all the people east of the church came for early services and all those west of the church came for later service. Also all talking and preaching was to be done in English, but Pastor Wehrs insisted on preaching in German as many of his older members could not understand English."

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"There were about 12 to 14 neighbors that exchanged labor. This was a hard job for the ladies also, with breakfast at 6, lunch at 9, dinner at 12, another lunch at 3, and supper at sundown. No 8 hour days."

“When the first threshing machine came out the farmers started to raise barley for the Breweries in Milwaukee. My father raised quite a lot of it and we girls had to man the farming mill in the evening when milking was done and our lessons were finished. This was a cold and tiresome job until enough was cleared for a load to be hauled to town the next day.

Quotes from an oral history of the Granville neighborhoods currently being conducted by Urban Anthropology Inc.¹—About THEN.

“Sometime around the mid-60s, I was dating this Italian guy. I lived just outside of Granville at the time. We went out on Saturday nights and would go to this building at the airport—Timmerman—where they had this beautiful bar that looked out over the runways—all lit up and beautiful. You dressed up to go to this bar—the men in suits and the women in very formal cocktail dresses. They had pumped in Miles Davis music. The whole effect was very mystical, for lack of a better word.”

“I think there was probably a wide range of different economic levels back then. But I have to say--not--I wouldn't describe the average person as living in poverty. Most people were employed so maybe they didn't have real good paying jobs. But they were employed, so I think they were able to live at a very standard, basic living level. . . it was a very, very middle-class neighborhood when I grew up. There were some people that were more wealthy than others, but I don't think there was a big disparity from the poorest to the richest.”

Quotes from the oral history of the Granville neighborhoods—About NOW

“You have much diversity in these neighborhoods that were once part of Granville. Some neighborhoods are wealthy by Milwaukee standards. In other areas you have families in public housing and struggling to get by. In other areas you still have farming families—not making much money but able to support themselves.”

“Our church, and three Catholic churches in this area do something at Christmas like an outreach. We pick three or four non-profit groups throughout the Milwaukee area and ask people to donate things and money around Christmastime. And we have a pantry on every other Friday in which anyone in our zip code area can get free food. We also have clothing we get rid of. Its food that's been donated especially by Aldi's.”

¹ Urban Anthropology Inc. complies with human subjects requirements of formal research and asks informants to sign informed consent forms that stipulate anonymity, hence names are not provided with the quotes.

PHOTOS

Today's neighborhood-Timmerman Airport from W. Appleton Ave.



Today's neighborhood-El Greco restaurant on W. Appleton Ave.



Today's neighborhood-Walgreens' parking lot on N. 91st St. (airport control tower in background)



Today's neighborhood-House on N. 91st St.

For more information on the history of Granville, refer to Miriam Y. Bird's *A History of Granville Township*.

For more information on Milwaukee neighborhoods, refer to John Gurda's *Milwaukee, City of Neighborhoods* and Jill Florence Lackey's and Rick Petrie's *Germans in Milwaukee: A neighborhood history*.

Do you have great photos of this neighborhood? Are you a resident with an interesting quote about this neighborhood? Do you have recurring outings, additions, corrections, or general comments about this neighborhood? Please email your input to:

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OLDER PHOTOS FROM RESIDENTS

Gardeners near Timmerman Airport. (Photos courtesy of Dennis Lukaszewski of the University Extension.)

