

Hamburg Port / Wurttemberg Ship Passenger List Detail, December 7, 1922

Name	Departure Date	Destination	Birth Date	Age	Gender	Marital Status	Relationship	Residence	Ethnicity/ Nationality	Occupation	Ship Name	Shipping Line	Shipping Clerk	Ship Type	Accommodation	Ship Flag	Port of Departure	Port of Arrival	Volume
Anton Rusch	7-Dec-22	USA	1889	33	männlich	verheiratet		Stuttgart	Österreich	Schlossergeselle	Württemberg	Hamburg-Amerika Linie (Hamburg-Amerikanische Packetfahrt-Actien-Gesellschaft)	Hamburg-Amerika Linie (Hamburg-Amerikanische Packetfahrt-Actien-Gesellschaft)	Dampfschiff	3. Klasse	Deutschland	Hamburg	New York	373-7 I, VIII A 1 Band 291
Maria Rusch	7-Dec-22	USA	1891	31	weiblich	verheiratet		Stuttgart	Deutschland		Württemberg	Hamburg-Amerika Linie (Hamburg-Amerikanische Packetfahrt-Actien-Gesellschaft)	Hamburg-Amerika Linie (Hamburg-Amerikanische Packetfahrt-Actien-Gesellschaft)	Dampfschiff	3. Klasse	Deutschland	Hamburg	New York	373-7 I, VIII A 1 Band 291
Willy Rusch	7-Dec-22	USA	1914	8	männlich	ledig	Kind	Stuttgart	Deutschland		Württemberg	Hamburg-Amerika Linie (Hamburg-Amerikanische Packetfahrt-Actien-Gesellschaft)	Hamburg-Amerika Linie (Hamburg-Amerikanische Packetfahrt-Actien-Gesellschaft)	Dampfschiff	3. Klasse	Deutschland	Hamburg	New York	373-7 I, VIII A 1 Band 291

Source: Hamburg Passagierlisten, 1850-1934 c/o Ancestry.com

United States Manifest for "Wuerttemberg" Immigration Ship (Anton Rusch)

Form 2025
U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE
List No. 10

LIST OR MANIFEST OF ALIEN PASSENGERS FOR THE UNITED STATES

ALL ALIENS arriving at a port of continental United States from a foreign port or a port of the insular possessions of the United States, and all aliens arriving at a port of said insular possessions from a foreign port, a port of continental United States, or a port of the insular possessions of the United States.

S. S. "Wuerttemberg" Passengers sailing from Hamburg, December 21st, 1922

No. on List	HEAD-TAX STATUS (This column for use of Government officials only)	NAME IN FULL		Age	Sex	Height	Color of hair	Color of eyes	Profession, occupation, or trade	Able to			Nationality (Country of which citizen or subject)	Race or people	* Last permanent residence		The name and complete address of nearest relative or friend in country whence alien came.	Final destination	
		Family name	Given name							Read	Write	Country			City or town	State		City or town	
1		Hornberger	Johann	24	m	5'8"	brn	brn	harness-maker	1685	yes	yes	Austria	German	Austria	Vienna	father: Johann Hornberger, Vienna XIII. Miaslindorferstr. 29	Wis.	Milwaukee
2		Mehner	Hans	23	m	5'8"	brn	brn	engineer	1685	yes	yes	German	German	Germany	Hamburg	father: Johannes Mehner, Hamburg-Bergedorf, Brink 6.	Ind.	Indianapolis
3		Schroeder	Hans	28	f	5'8"	brn	brn	maid	1685	yes	yes	"	"	"	Kiel	parents: Johann Schroeder Kiel, Sültherstr. 18.	F.I.	Orange
4		Stelzel	Katharina	35	f	5'8"	brn	brn	"	1685	yes	yes	"	"	"	Mainz	brother: Hans Stelzel, Mainz, Weisellien Str. 9	Conn.	Danbury
5		Hirn	Paulina	52	f	5'8"	brn	brn	widow	1685	yes	yes	"	"	"	Aischeim	son: Josef Hirn, Stuttgart, Paulinen Str. 24, Germany	N.Y.	New York
6		Semntag	Hermann	20	m	5'8"	brn	brn	smith	1685	yes	yes	"	"	"	Altona	sister: Helene Meyer, Altona, S/Elbe Amkiel Str. 5	"	Rockaway Beach
7		Maria	"	27	f	5'8"	brn	brn	wife	1685	yes	yes	"	"	"	"	"	"	"
8		Steinkraus	Hugo	34	m	5'8"	brn	brn	painter	1685	yes	yes	"	"	U.S.A.	Woodhaven	father: Carl Steinkraus, Woodhaven L.I.N.Y. 88th Street	"	Woodhaven
9		Louise	"	40	f	5'8"	brn	brn	wife	1685	yes	yes	"	"	"	"	"	"	"
10		Blunk	Ludwig	65	m	5'8"	brn	brn	man	1685	yes	yes	"	"	Germany	Hamburg	h'wife: Mathilde Blunk, Volksgart n/Hamburg	"	Scottie
11		Bechler	Carl	20	m	5'8"	brn	brn	engineer	1685	yes	yes	"	"	"	Malch	father: Carl Bechler, Malch Amt Ettlingon, Germany	"	Elmhurst
12		Pachmann	Hans	35	m	5'8"	brn	brn	engineer	1685	yes	yes	"	"	"	Stade	brother: Otto Pachmann, Stade, Anhalt, Germany	Mo.	St. Louis
13		Strasser	Emilie	31	f	5'8"	brn	brn	wife	1685	yes	yes	"	"	"	Rorasker	parents: Christian Strasser, Rorasker n/Stuttgart	Col.	Julesburg
14		Onderec	Emich	25	m	5'8"	brn	brn	farmer	1685	yes	yes	Cs. Slov.	Slovak.	Cs. Slov.	Jarowica	father: Jurek Onderec, Jarowica 110, Czechoslovak.	Minn.	Minneapolis
15		Slonak	"	22	m	5'8"	brn	brn	"	1685	yes	yes	"	"	"	Staszov	father: Martin Slonak, Lichta 62, Morawa, Cs. Slov.	Ills.	Chicago
16		Wollers	Otto	42	m	5'8"	brn	brn	cook	1685	yes	yes	German	German	Germany	Bruckenkau	father: Gustav Wollers, Bruckenkau, Bavaria	N.Y.	New York
17		"	Mathie	28	f	5'8"	brn	brn	wife	1685	yes	yes	"	"	"	"	"	"	"
18		Burk	Emil	28	m	5'8"	brn	brn	clerk	1685	yes	yes	"	"	"	Berlin	cousin: Alfred Ellenberger, Berlin, Augsburgerstr. 33	"	"
19		Masch	Anton	35	m	5'8"	brn	brn	smith	1685	yes	yes	Austria	"	"	Stuttgart	sister: Bertha Fraach, Stuttgart, Schenckstr. 16	Iowa	Clinton
20		"	Maria	31	f	5'8"	brn	brn	wife	1685	yes	yes	"	"	"	"	"	"	"
21	UNDER 16	"	Willy	8	m	5'8"	brn	brn	child	1685	yes	yes	"	"	"	"	"	"	"
22		"	Hans	28	m	5'8"	brn	brn	man	1685	yes	yes	German	German	Germany	Hamburg	father 1/2w: Johan Bark, Elbing, Hauptgasse 2.	Kan.	Watersville
23		"	Freida	21	f	5'8"	brn	brn	wife	1685	yes	yes	"	"	"	"	"	"	"
24		Karstedt	Max	20	m	5'8"	brn	brn	man	1685	yes	yes	"	"	"	Tustleben	h'wife: Lina Karstedt, Tustleben, Bleichgasse 22.	Ohio	Akron
25		Shear	Clotilde	38	f	5'8"	brn	brn	wife	1685	yes	yes	"	"	"	Allenstein	friend: Gerda Ruhn, Allenstein Ostpr. Kovestr. 22	N.Y.	New York
26		Breiholt	Claus	10	m	5'8"	brn	brn	child	1685	yes	yes	"	"	"	Spennard	father: Claus Breiholt, Windbergen, Germany	Col.	Brighton
27		Tober	Lina	22	f	5'8"	brn	brn	wife	1685	yes	yes	"	"	"	Horshausen	aunt: Helmine Bebbrecht, Horshausen S.H. Germany	Iowa	Charles City
28		Lindner	Richard	34	m	5'8"	brn	brn	man	1685	yes	yes	"	"	"	Paunz 1/2.	h'wife: Martha Lindner, Paunz 1/2. Germany	"	"
29		Gerisch	Paul	34	m	5'8"	brn	brn	man	1685	yes	yes	"	"	"	Dittmannsdorf	h'wife: Hedwig Gerisch, Dittmannsdorf, Germany	Ills.	Chicago
30		Reess	Sophie	35	f	5'8"	brn	brn	wife	1685	yes	yes	"	"	"	Suelshagen	brother: Emilia Reess, Muenzberg, Lampenstr. 10	N.Y.	New York

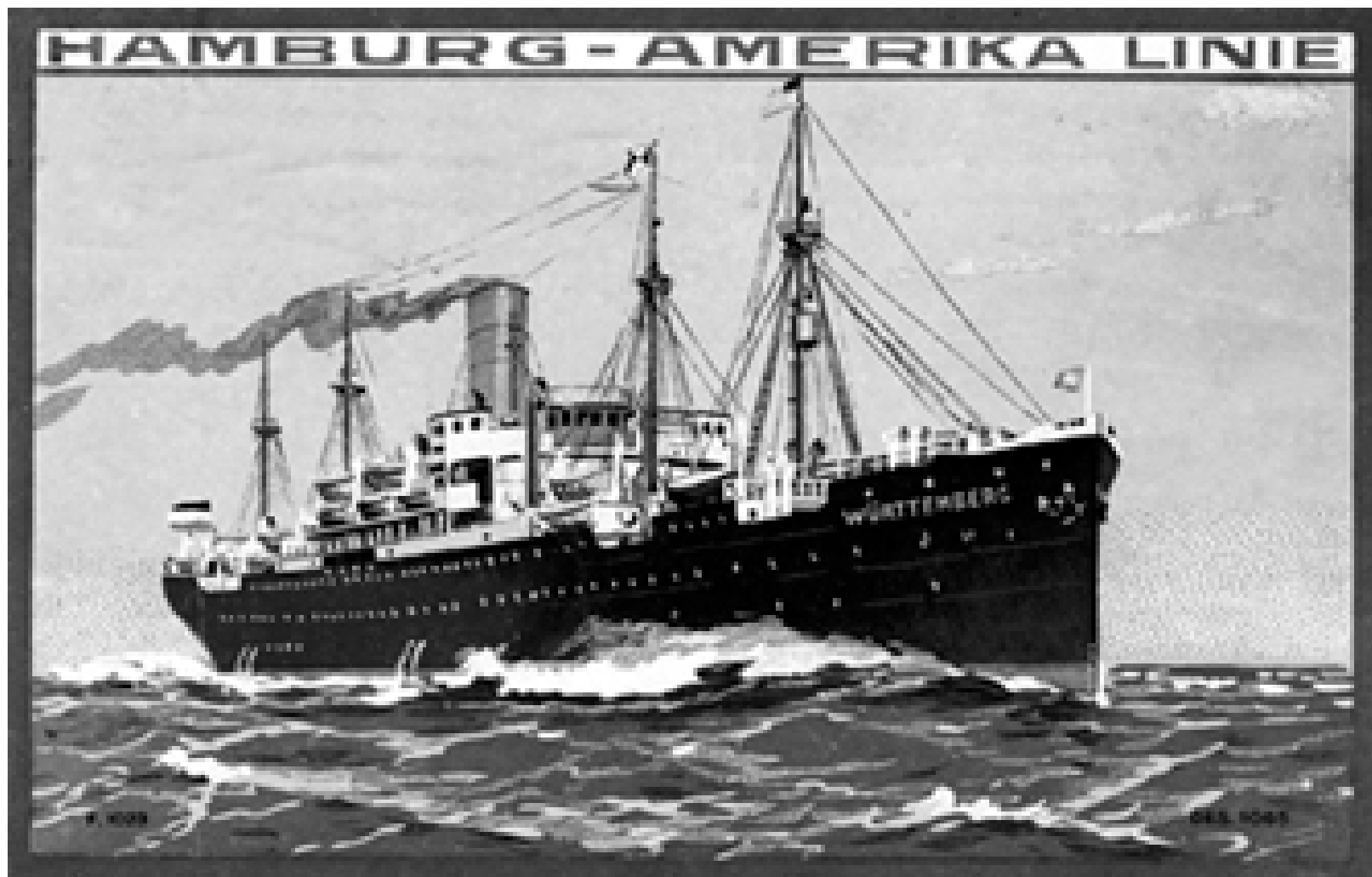
Total passengers
U. S. citizens
Aliens

* Permanent residence within the meaning of this manifest shall be actual or intended residence of one year or more. List of cases will be found on the back of this sheet.

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Jameson 12/20/22

Actual "Wuerttemberg" Immigration Ship



Naturalization / Citizenship Documentation (Anton Rusch)

R-200

Family name Rusch	Given name or names Anton
Address 121st & Hamlin Ave. Blue Island (Worth) Ill.	Title and location of court U. S. Dist. Chgo.
Certificate no. (or vol. and page) P-91103 CN-3371905	When born (or age) Nov. 19, 1889
Country of birth or allegiance Austria	Date of naturalization Nov. 13, 1930
Date and port of arrival in U. S.	
Names and addresses of witnesses	

U. S. Department of Labor, Immigration and Naturalization Service. Form No. I-119

ADDITIONAL INFORMATION IN COURT RECORD

Certificate canceled (date and court) _____

Why canceled _____

Expatriated _____ Deceased _____

Other facts of record _____

The Pullman State Historic Site

The Pullman Company

You are at Home -> The Pullman Company

Development of the "Palace Car"

George Mortimer Pullman was always an inventive, innovative entrepreneur. Legendarily, an extremely uncomfortable overnight train ride from Buffalo to Westfield, New York, caused him to realize that there was a vast market potential for comfortable, clean, efficient passenger service. He had a great deal of experience with compact and efficient sleeping accommodations thanks to his experiences with canal boats on the Erie Canal. He formed a partnership with former New York state senator Benjamin C. Field in 1857, one of his close friends and neighbors from Albion, to build and operate several sleeping cars. Pullman and Field secured a contract from the Chicago, Alton and St. Louis Railroad to develop a more comfortable sleeping car. Pullman and Field converted two moderately successful cars. Field, more interested in politics than rail cars, assigned his interest to Pullman in exchange for future loans.

1863 and the First Cars

Pullman returned to Chicago in April, 1863. Pullman built the *Springfield*, named after the town it was built in and President Lincoln's hometown, and the *Pioneer*. The cars were costly, comfortable, clean, and beautiful; the *Pioneer* alone cost \$18,000 to build. In 1864, Pullman was also called to the draft, but like many young men with means, he hired a substitute to take his place in the Union Army.

1868 and Expansion of the Company

With his own fortune and that of his investors, Pullman greatly expanded the company. He created his first hotel on wheels, the *President*, a sleeper with an attached kitchen and dining car. The food rivaled the best restaurants of the day and the service was impeccable. A year later in 1868, he launched the *Delmonico*, the world's first sleeping car devoted to fine cuisine. Both the *President* and the *Delmonico* and subsequent Pullman sleeping cars offered first-rate service which was provided by recently-freed former house slaves who served as porters, waiters, chambermaids, entertainers, and valets all rolled into one person.

In January, Benjamin Field dissolved the partnership and the company became known as the *Pullman Palace Car Company*. The company charter was approved by the Illinois Legislature on February 22, 1867. The board of directors of the company elected Pullman as president and general manager. Pullman mostly handled marketing sleeping car services, while his brother Albert managed the manufacturing end of the operation. Lawyer Charles Angell, who later embezzled thousands of dollars from the company, handled the company's financial and legal affairs.

1869 and Detroit

In 1869, Pullman bought the *Detroit Car and Manufacturing Company* to consolidate all of his manufacturing operations into one facility. He built 5 classes of cars: hotel cars, parlor cars, reclining room cars, sleepers, and diners. Pullman also aggressively pursued his competitors, buying out the *Central Transportation Company*, his main competitor, in 1870. By 1875, the company had built a successful business model, of leasing Pullman cars to railroads and providing complete service for the traveling public.

Abraham Lincoln and the *Pioneer*

After President Abraham Lincoln was assassinated in April, 1865, his body was transported by the so-called *Lonesome Train* to Springfield for burial. From Washington, the funeral train bearing his body started west by slow stages. Across the country, mourners lined the tracks. By the time the cortege reached Chicago, Mrs. Lincoln collapsed. When arrangements had to be made for her return directly to Springfield, Pullman made his new *Pioneer* sleeper available. Pullman, a genius for public relations and a shrewd and intrepid businessman, so intrigued Andrew Carnegie that he became Pullman's largest investor.

The *Pioneer* was the first, truly grand car that Pullman created. It was built in 1865 in the Chicago and Alton Rail Road Shed on the site of what is now Union Station in the Loop. It was the ultimate in sleeping cars with red carpeting, hand-finished woodwork, and silver-trimmed coal lamps. Cast iron wheel trucks topped with coil springs and rubber blocks provided a more comfortable ride. At \$20,000, the cost of producing the *Pioneer* was extremely high. Pullman was sure people would pay for this comfort. The *Pioneer* was, indeed, luxury personified, but its height and width prohibited its use on existing track. When President Lincoln died, Colonel James H. Bowen, chairman of the Republican State Central Committee chose the *Pioneer* as a fitting part of the funeral cortege to accommodate the Lincoln family. Platforms and trestles were altered to accommodate the larger Pullman car, and thousands of people viewed the car as it made its way from Chicago to Springfield. This was a tremendous publicity boon for Pullman's company. The timing of its construction couldn't have been more fortuitous.

The Growth of the Company

The popularity of Pullman's sleeping car service outstripped his production facilities. In 1880, Pullman bought 4,000 acres near Lake Calumet some 14 miles south of Chicago on the Illinois Central Railroad for \$800,000. He hired Solon Spencer Beman to design his new plant there, and in an effort to solve the issue of labor unrest and poverty, he also built a town adjacent to his factory with its own housing, shopping areas, churches, theaters, parks, hotel and library for his employees.

By 1883, Pullman had shops in St. Louis, Missouri; Detroit, Michigan; Elmira, New York; and Wilmington, Delaware as well as several factories in Europe and England. The company manufactured sleeping cars, boxcars, coal cars, baggage cars, chair cars, refrigerated cars, streetcars, and mail cars.

In 1885, wages started at \$1.30 per day. By 1897, unskilled workers earned \$1.86, and journeymen mechanics earned \$2.28 per day. The original working day was between 10 and 11 hours. Originally the Pullman Company paid workers disabled on the job half their salary. Mr. Sessions put an end to that suggesting that it encouraged malingering.

Pullman's Death

After the death of George M. Pullman in 1897 Robert Todd Lincoln (1843-1926) assumed the presidency of the Pullman Palace Car Co. Lincoln remained president of the company until 1911. When Pullman died he left behind an estate of \$7.6 million, 2490 railroad cars and a \$63.5 million corporation. At this time the company had 90% of the sleeping car business in North America, and it had the largest railroad car plant in the world. In 1898, during this transition period the sewage farm was sold; it never being a successful operation for the efficient treatment of sewage. The brickyards located south of the community at 116th Street was sold and became the Illinois Brick Co.

During the period after Pullman's death the company was rapidly restructured. The name was changed to the Pullman Company in 1899. In 1900 the company was to buy out its major competitor, the Wagner Palace Car Co. of Buffalo. This same year on September 1st the Calumet Shops were opened as a repair facility on what was the site of streetcar and interurban-car manufacturing. The Buffalo shop was then converted to a repair facility. These two shops were the last to be closed at the end of the Pullman era. Other major repair shops were located at Atlanta, Richmond, California, Wilmington, Delaware and St. Louis.

Pullman Abroad

While Pullman attempted to establish his company in Europe he ultimately could not compete with George Nagelmackers, a Belgian, who formed a sleeping car service, the Compagnie Internationale des Wagons-Lits, that was headquartered in Paris. Pullman sold Nagelmackers his interests and operations in Europe in 1888. A company division was formed in England after the Pullman shop in Detroit furnished an English railroad with several cars. The Pullman name lives today in Europe, a symbol of elegance and luxury in a hotel chain in several countries and in North Africa. It is not unusual today to see "Pullman" tourist buses on European highways. Of course, these operations never had any connection with the original Pullman Co.

Pullman Advertising

George M. Pullman was a master at advertising and marketing his services and train accommodations. Beginning with his earliest efforts at creating sleeping cars during the 1860s, he realized the marketing potential of "leasing" rather than selling his cars. By leasing them rather than selling them he was assured of their use by the greatest number of train lines, rather than just a few who could afford his more costly, elegant cars. As train lines expanded their services and ridership grew, so could the number of cars they leased from Pullman.

Once Pullman's Palace Car Company was created and headquartered at Pullman, Illinois in 1881, marketing began in earnest with Pullman Palace Car Company descriptive circulars (1886) describing hotel, sleeping, excursion and hunting cars, the railroad companies leasing his cars advertised their advantages, and passes were issued allowing guests to travel during specified times. Publicity about the Town of Pullman and its famous train cars appeared in newspapers and journals across the country and overseas and for the Columbian Exposition of 1893, George Pullman created special "Market Square" apartment accommodations in the Town of Pullman for guests to stay and ran trains from the Exposition directly to Pullman. By the time of his death, Pullman had succeeded in making his name a household word.

After George Pullman's death in 1897, the Pullman Company continued an aggressive advertising and marketing campaign throughout its lifetime. Hundreds of brochures, booklets, posters, and pamphlets were created over the decades that followed. Perhaps the most famous and well-known are the ads that appeared in magazines such as *National Geographic*, *Life*, the *Saturday Evening Post*, and *Time*, from the 1930s through the second World War and into the 1950s. Ads often had a theme and there were several series of ads such as the celebrity "I always travel by Pullman" series and an extensive series of wartime ads featuring American G.I.s.

The Bertha Ludlam Archive has more than 100 original magazine ads in its collection and most have been digitized as part of the Industrial Heritage Archives project and are now available online.

The 20th Century and the Decline of the Company

In March of 1907 Pullman produced its steel sleeping car the *Jamestown* for the Jamestown Exhibition in Virginia. At this time the south erecting shop at 111th Street and Cottage Grove Avenue was rebuilt to accommodate the heavier steel sleeping cars that the railroads demanded for safety reasons. The change from wood car construction to steel construction resulted in a change of the ethnic makeup of the work force. Up to this time the skilled members of the workforce were made up primarily of German, Swedish and Dutch workers. The change to a different technology saw this group gradually leave the company. Their replacements were usually from Italy and Poland.

In the Chicago area one of the last major Pullman construction projects started in 1910 with the building of the 103rd Street freight car shops. During WWII this facility was converted by the Defense Plant Corporation to produce wing sections for the US Army Air Corps C47 and C54 transport airplanes.

The best years for Pullman were the mid 1920s. In 1925 the fleet grew to 9800 cars. Twenty-eight thousand conductors and twelve thousand porters were employed by the Pullman Co. During the Great Depression rail travel declined because of the economy and competition from the automobile. In the 1950s the decline continued with traffic below 1930s levels and the airlines were carrying twice as many passengers as the railroads. In May of 1981 Amtrak sleeping car No. 32009, the George M. Pullman, was on exhibit for members of the community. At the completion of this contract Pullman-Standard for the last time shut the doors at the 111th Street Shop. The era of car building at Pullman, Illinois, which began in 1880, was closed.

When the last car came off the line in 1981, the company invited the community to the shops in Building 100 on 103rd Street to visit this Amtrak sleeper. Today it still runs between Chicago and Seattle on Amtrak's *Empire Builder*.



Notariat Asperg

- Nachlassgericht -

Notariat Asperg * Badstraße 20 * 71679 Asperg

Frau
Irma Becker
12043 S Harold Avenue

Palos Heights, IL 60463-1116 / USA

Badstraße 20
71679 Asperg

Tel.: 07141/681830
Fax: 07141/6818320

Unser AZ: NG 62 / 2006
Ihr AZ:

Asperg, 17.12.2007

Nachlasssache Helmut Rudolf Rusch, verst. am 29.01.2006 **- Erbscheinsantrag -**

Sehr geehrte Frau Becker,

mit der Bitte um Kenntnisnahme erhalten Sie und die weiteren am Erbscheinsverfahren Beteiligten eine Kopie des Antrags auf Erteilung eines Erbscheins.

Sollten Sie innerhalb von zwei Wochen nach Zugang dieses Schreibens keine Einwendungen erheben, gehe ich davon aus, dass die im Erbscheinsantrag gemachten Angaben richtig und vollständig sind und dass Sie der Erteilung des beantragten Erbscheins zustimmen.

Der Erbschein kann bereits vor Ablauf der genannten Frist erteilt werden, wenn Sie uns umgehend schriftlich mitteilen, dass Sie mit der Erteilung des beantragten Erbscheins einverstanden sind.

Mit freundlichen Grüßen



Winter
Notarin

Erbfolge

Am 29.01.2006 ist in Marbach

Herr Helmut Rudolf Rusch, geb. am 21.12.1920 in Stuttgart,
mit letztem Wohnsitz Eberhardstraße 9, 71679 Asperg,
last

*Rudolph / Faith
Rusch*

verwitwet und ohne Hinterlassung von Abkömmlingen verstorben.

Der Erblasser hat nach meinem Wissen keine Verfügung von Todes wegen hinterlassen. Es ist daher die gesetzliche Erbfolge eingetreten.

Nachdem die Eltern des Erblassers vorverstorben sind und neben dem Erblasser keine weiteren Abkömmlingen vorhanden sind und waren, kommen gem. § 1926 BGB als gesetzliche Erben der dritten Erbfolgeordnung die Abkömmlinge der Großeltern in der väterlichen Linie Rusch und in der mütterlichen Linie Hauser, je zur Hälfte in Betracht.

Zu gesetzlichen Erben sind somit berufen:

I. Die Abkömmlinge der ^{GRANDPARENT} Großeltern in der väterlichen Linie Rusch:

1. Die Abkömmlinge der am 18.03.1972 ^{predeceased} vorverstorbenen Tante
Rosina Katharina Wohlgenannt geb. Rusch, nämlich

a) Ida Löw geb. Wohlgenannt, geb. am 10.03.1917 in Dornbirn,
wohnhaft Hanggasse 20, 6853 Dornbirn / ÖSTERREICH

- zu 1/8 -

b) Maria Herlinde Sieber-Wohlgenannt, geb. Wohlgenannt geb. am 19.06.1920 in
Dornbirn, wohnhaft Haus Viva, Bildstraße 14, 9450 Altstätten SG / SCHWEIZ

- zu 1/8 -

2. Die Abkömmlinge des am 11.05.1987 vorverstorbenen Onkels Josef Anton Rusch,
nämlich

a) Irma Becker geb. Rusch, geb. am 16.10.1923 in Chicago,
wohnhaft 12043 S Harold Avenue, Palos Heights, IL 60463-1116

- zu 1/8 -

b) anstelle der am 09.04.2005 verstorbenen Tochter Ericka Mary Flavin geb. Rusch:

b1) Paul Michael Flavin, geb. am 01.10.1951 in Blue Island, wohnhaft 25126
Birchwoods Drive, Novi, MI 48374

- zu 1/32 -

inherited money
Deceased in 2012
Still living?

b2) Steven Francis Flavin, geb. am 16.12.1953 in Blue Island, wohnhaft 3833 Green Hills Drive, Pinckney, MI 48169

- zu 1/32 -

b3) Patricia Marie Barnett geb. Flavin, geb. am 05.12.1957 in Blue Island, wohnhaft 3617 West 148th Place, Midlothian, IL 60445

- zu 1/32 -

b4) Julie Ericka Anderson geb. Flavin, geb. am 06.11.1960 in Blue Island, wohnhaft 14827 South Kildare, Midlothian, IL 60445

- zu 1/32 -

- Ziff. I zusammen zur Hälfte -

The lineage of the grandparent in the mother Hauser
 II. Die Abkömmlinge der Großeltern in der mütterlichen Linie Hauser:

1. Der einzige Abkömmling des am 17.01.1957 vorverstorbenen Onkels Karl Hauser, nämlich

Doris Edith Hauser, geb. am 29.04.1939 in Stuttgart-Bad Cannstatt, wohnhaft Bergheimer Weg 45, 70839 Gerlingen

- zu 1/6 -

2. Die Abkömmlinge der am 19.02.1963 vorverstorbenen Tante Maria Josefa Niedermann geb. Hauser, nämlich

A) Anstelle der am 09.09.1965 vorverstorbenen Tochter Franziska Wilhelmine Dausch geb. Niedermann:

- a. 1) Erwin Josef Niedermann, geb. am 31.05.1929 in Ravensburg, wohnhaft Blaubeurer Straße 2, 89599 Schelklingen

- zu 1/144 -

- a. 2) Albert Josef Dausch, geb. am 17.07.1930 in Ravensburg, wohnhaft Brahmsweg 20, 88267 Vogt

- zu 1/144 -

- a. 3) Anstelle des am 17.12.1994 vorverstorbenen Franz Sebastian Dausch, dessen Abkömmlinge:

1. Günter Franz Dausch, geb. am 24.04.1954 in Ravensburg, wohnhaft Rebösch 2, 88276 Berg Kleintobel

- zu 1/1.008 -

2. Roland Siegfried Dausch, geb. am 11.04.1957 in Eschach/Oberhofen, wohnhaft Gewerbestraße 2, 78333 Stockach

- zu 1/1.008 -

IV. In der väterlichen Linie Rusch

1. Die Großeltern Josef Anton Rusch, ^{died} verstorben am 23.08.1891 in Dornbirn und Josefa Rusch geb. Jäger, verstorben am 29.11.1889 in Dornbirn.

2. Berta Eugenie Frasch geb. Rusch (Tochter von Ziff. 1), geb. am 15.06.1884 in Dornbirn und verstorben am 14.11.1966 in Stuttgart.

3. Johanna Elisabeth Demmeler geb. Rusch (Tochter von Ziff. 2), geb. am 19.11.1903 in Dornbirn und kinderlos verstorben am 21.01.1988 in Stuttgart.

4. Karl Otto Rusch (Sohn von Ziff. 1), geb. am 11.08.1887 in Dornbirn und verstorben am 31.01.1963 in Stuttgart ohne Hinterlassung von Abkömmlingen.

5. Rosina Katharina Wohlgenannt geb. Rusch (Tochter von Ziff. 1), geb. am 12.10.1888 in Dornbirn und verstorben am 18.03.1972 in Dornbirn.

6. Anton Wohlgenannt (Sohn von Ziff. 5), ^{Baby Sied} geb. am 07.07.1914 und verstorben am 22.12.1914 in Dornbirn.

7. Anna Schorer geb. Wohlgenannt (Tochter von Ziff. 5), geb. am 20.06.1915 in Dornbirn und kinderlos verstorben am 10.05.1941 in Dornbirn.

8. Karl Ludwig Wohlgenannt (Sohn von Ziff. 5), geb. am 24.05.1928 und verstorben am 24.10.1928 in Dornbirn.

9. Josef Anton Rusch (Sohn von Ziff. 1), geb. am 19.11.1889 in Dornbirn und verstorben am 11.05.1987 in Oak Lawn /USA ^{died}

10. Ericka Mary Flavin geb. Rusch (Tochter von Ziff. 9), geb. am 19.11.1925 in Chicago und verstorben am 09.04.2005 in Midlothian

11. Irene M. Rusch (Tochter von Ziff. 9), geb. am 07.03.1928 in Illinois, nicht verheiratet und kinderlos verstorben am 13.12.1983 in Chicago.

State of Illinois

County of Cook

of the Township of Worth

} ss.

Irma Rusch

121 Street and Hamlin Ave

Blue Island

County of Cook

and State of Illinois being duly sworn, doth depose and say, that

That her name as spelt on her Birth Certificate No 44163

Irma Rush should be Irma Rusch

And further this deponent says not.

1. Irma Rusch

Subscribed and sworn to before me this 11th day of

January A. D. 1944

2. Edgar Hayden

Notary Public

(1) This line is for signature of Affiant.

(2) These two lines are for signature and title of officer administering oath.

EDWARD J. BARRETT

COUNTY CLERK

BUREAU OF VITAL STATISTICS—130 NORTH WELLS STREET
CHICAGO 6, ILLINOIS

MAY - 7 1971

ORIGINAL

STATE OF ILLINOIS
State Board of Health - Bureau of Vital Statistics

CERTIFICATE OF BIRTH

Registered No. **44163**

1. PLACE OF BIRTH
County of Cook
Township or Road District or
Incorp. Town or Village of
City of Chicago
Hospital or Institution (Name) St. Chicago Hospital Ward _____

Registration Dist. No. 3104
Primary Dist. No. 3104

2. FULL NAME OF CHILD Hema Rush [If child is not yet named, make supplemental report, as directed.]

3. Sex of Child Female 4. Twin, triplet, or other? _____ Number in order of birth 1st 5. Date of birth Oct 16 1923
(To be answered only in event of plural births) (Month) (Day) (Year)

FATHER		MOTHER	
4. FULL NAME <u>Anthony Rush</u>	12. FULL MAIDEN NAME <u>Mary Baur</u>	7. RESIDENCE <u>9455 Cottage Grove Ave.</u>	13. RESIDENCE <u>9455 Cottage Grove Ave.</u>
8. COLOR <u>white</u>	9. AGE AT LAST BIRTHDAY <u>32</u> Years	14. COLOR <u>white</u>	15. AGE AT LAST BIRTHDAY <u>31</u> Years
10. BIRTHPLACE (State or Country) <u>Austria</u>	16. BIRTHPLACE (State or Country) <u>Germany</u>	11. OCCUPATION <u>Machinist</u>	17. OCCUPATION <u>Housewife</u>
18. Number of children born to this mother, including present birth <u>2</u>	19. Number of children of this mother now living <u>2</u>	20. CERTIFICATE OF ATTENDING PHYSICIAN OR MIDWIFE.*	

I hereby certify that I attended the birth of this child, who was born alive at 830 P M., on the date above stated.

* When there was an attending physician or midwife, then the father, mother, householder, etc., shall make this return.

21. (Signature) Samuel Stein M. D. Midwife
Address 3012-3-94th St Telephone 640 10140

22. Given name added from a supplemental report _____, 19____

23. Filed OCT 25 1923 19____ Registrar M. J. Weckard

STATE OF ILLINOIS, }
County of Cook, } ss.

I, EDWARD J. BARRETT, County Clerk of the County of Cook, in the State aforesaid, and Keeper of the Records and Files of said County, do hereby certify that the attached is a true and correct copy of the original Record on file, all of which appears from the records and files in my office.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Seal of the County of Cook, at my office in the City of Chicago, in said County.

Edward J. Barrett

County Clerk

Irma R. Becker

Obituary | [Condolences](#)

Irma R. Becker nee: Rusch age 89. Beloved wife of the late Charles O. Becker. Devoted mother of Charles R. (Claudia) Becker, Susan L. (Ron) Jankowski and Kirk D. (Kimberly) Becker. Cherished Grandmother of Bridget (Dan) Donovan, Heidi (Ray) Burtner, Charles Jack Becker, Jennifer Gleason (Fiance of Matthew McConahy), Elizabeth (Hector) Gutierrez and Mark Gibboney, Alex and Lauren Becker. Great Grandmother of Wolfgang and Greta Burtner, Ruby and Scarlett Gutierrez and John Donovan. Fond aunt of many. Past President and member of the Palos Park Women's Club, active member of the Lutheran Church of the Good Shepherd. Visitation Wednesday 3pm to 8pm at the Schmaedeke Funeral Home 10701 S. Harlem Ave. Worth. Lying in state Thursday, March 14, 2013 from 10:00 am to time of Service 10:30 am at the Lutheran Church of the Good Shepherd, 7800 McCarthy Rd. Palos Heights, IL. Interment First Lutheran Cemetery, Alsip, IL. Info 708 448-6000.

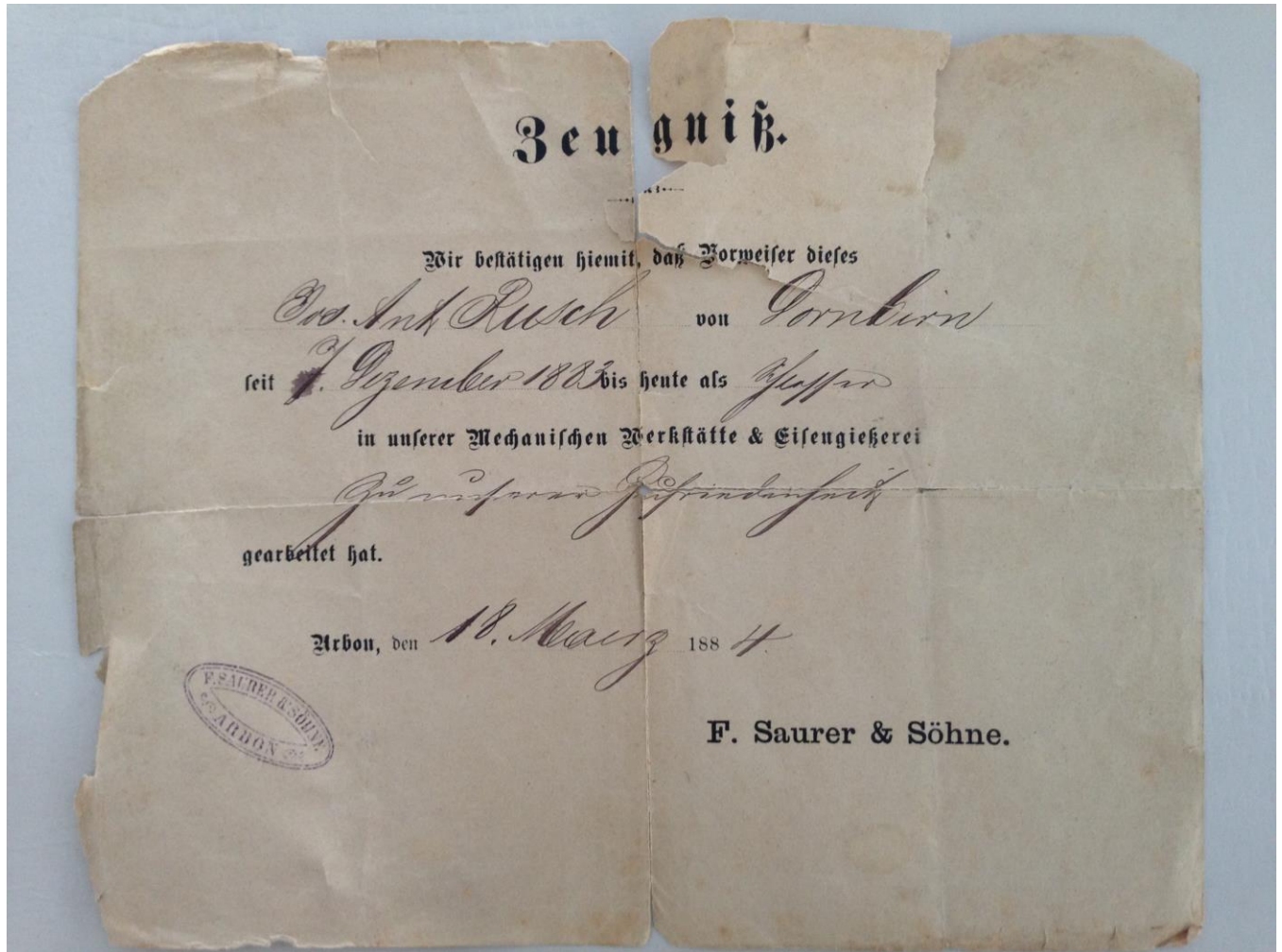


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- See more at:

<http://www.legacy.com/obituaries/chicagotribune/obituary.aspx?pid=163601741#sthash.fncnS6AF.dpuf>

Employment Certificate for Anton Rusch (b. 1858 – d.1891)



Employment Certificate for Anton Rusch (b. 1858 – d.1891)

