

KLEINSCHMIDT-WOODSIDE STORE

Some time in the early 1890's Dave Smith built an implement shop on the corner of Lot 1, Block 6. He operated it for some time and is thought to have done some blacksmithing in one side.

He sold out to Thomas Valentine McClurkin who with his family ran a general store. He also sold ice-cream and home made bread. A Mr. Logan had a barber shop in the back part of the store.

Mr. McClurkin sold his store to William Kleinschmidt and moved West. Mr. Kleinschmidt moved into the store in Dec. 1904. He also moved into the house just west of the store which seemed to have been occupied by the family who operated the business adjoining.

Mr. Kleinschmidt, assisted by his son John, operated the store as a general country store for many years. He bought the farmer's produce in exchange for merchandise, cash or chips.

For many years Mr. Kleinschmidt made quite a business of shipping poultry to the New York market. He bought up geese and kept them on a little farm north of town about a mile, owned by Barney Vasterhoven, known as Barney's. When it was the right time to reach New York in time for a Jewish holiday in the fall, you could see him and a group of boys driving a great drove of squaking geese in from the farm and up to the station to be loaded into a car for shipment. Sometimes he took part of a car of geese and part chickens. He also would advertise that on a certain day he would have a poultry car on the siding. The farmers would bring their chickens to the car to be weighed and loaded. Often he had a car or two loaded at Oakdale, at Nashville and at Hoyleton on the same day. Then the local freight would pick them up, hooking them all together to make the trip to New York.

Mr. Kleinschmidt would get two or three local boys to go with him to New York to feed and water the chickens on the way. He did not pay these boys but they got a free trip to New York with all expenses paid and a ride back on a passenger train. He could usually find plenty of boys who wanted to take this trip even though they had to work on the way to New York.

Mr. William Kleinschmidt retired and moved to Nashville after his family were grown and his wife had died. John continued to manage the store until he died in 1937. He was assisted by Miss Margaret Patton.

Mr. Clarence W. Woodside bought the Kleinschmidt Store in 1937 and moved his family here from St. Louis. At this time he bought creams, eggs and chickens from the farmers. About this time, the stores and garages were kept open two nights a week, Wednesday and Saturday. Farmers who had cars drove them to town and those who still drove horses hitched them to the rack along the east side of the stores. The stores were kept open until 11:00 o'clock. It was a good time for everyone to do their shopping and catch up on all the news.

Later on they quit buying farmer's produce and began selling appliances. With electricity in all the homes in both town and country there was a big demand for radios, refrigerators, washers, later stoves and T.V.'s.

At first he handled Crosley appliances, the Kelvinator and in 1949 he secured the Frigidare franchise. For lack of room and in order to have a display room, Mr. Woodside built an addition to his store on the west side of it.

Ed Hudsoneth, his son-in-law and his wife have now bought out the Appliance Business and Mr. Woodside continues to handle groceries, meats, staple dry goods, and a great deal of nails and small hardware supplies. He sells bottled gas for stoves and used to sell gasoline until the law was changed which forbids parking on streets to buy gas and till the gravel road to the west was resurfaced and widened. (1969--?)

Mr. Hugh Boyle owned and operated an implement shop in a building just west of the Decker Shop from 1904-1908. He sold out to Mr. James Sloane and Mr. Henry Brammeier who sold machinery there for some time. Mr. Jas. McClay did a great deal of their mechanical repair work. I believe that James Tweedy worked for them for a time before he moved to Florida. Lester Guthrie and Charles Brammeier must have used the same building for their garage.

McKEAN DRUG STORE

Mr. John McKean built a drug store on Lot 4, Block 4 in the early days of Oakdale. He had been in a similar but smaller store as a partner of James Morrison, before Oakdale was platted. Since Mr. McKean was not a licensed druggist he could only sell patent medicines. He also sold candy, gum, etc. and school books and supplies. Mr. McKean was School Trustee for 37 years.

When the telephone system was first installed in Oakdale, Mr. McKean kept the first switch board in his store. He operated the switch board from 1902 to 1910. Mr. McKean died in 1915.

Shortly after the death of Mr. McKean, Lester Guthrie bought his store and continued to operate it as a supplier of patent medicines, school books and supplies. He also partitioned off a place in the rear of his store as an ice-cream parlor. He was Post Master, followed by his wife Madge and they kept the post office in the store from Oct. 1, 1922 - Aug. 31, 1944. He then put in a line of groceries and cold meats which he sold for several years. As he returned to full time barbering, he closed out the grocery store.

At the present time, the building is used as a polling place for elections.

KIRKPATRICK BUILDING

In 1912, Ray Kirkpatrick built a small building with glass front for use as a post office. It was located on the west half of Lot 1 Block 3. He ran the post office here from 1913 to 1918 when he moved to Kansas, selling his building to Jack Gamble. Mr. Kirkpatrick also built the house on Lot 2 Block 3, which he sold to Mr. D.P. Carson. Now owned by Mr. Ed Sterns.

Jack Gamble moved his business from the Ardrey Building to his new location. Jack did a good business in fresh meat for a small town. He killed and processed the meat himself. He also did custom grinding of sausage for farmers, thereby making the job of sausage making much easier. Mr. Gamble, assisted by his wife Lois, continued with his business until his death from a heart attack in the summer of 1938.

After Jack's death, Mrs. Gamble continued to run the store with the help of a clerk. She bought the meat which she sold from the Bowman Market in Coulterville. When the work seemed too much for Mrs. Gamble, she sold the business and property to Mr. Lyle Torrens.

Lyle continued with the grocery and meat business assisted by his wife Gertrude, until about 1948 when he moved to Nashville to work for the Washington County Service Company.

For several years Ralph Shreeman used the store building as a shop for his plumbing business.

This building was torn down in 1967.

OAKDALE STATE BANK

After opening a bank with private capital in the Ardrey Building in 1908 or 1909, Charles Lancaster bought Lots 1 & 2 in Block 3 in Oakdale from the Kennedy Sisters on October 25, 1910. The deed for the property is recorded-Vol. 101, page 542.

In the meantime the bank was reorganized and local business men and farmers from a large area in the community, bought shares of stock, valued at \$ 25.00 per share. The new bank was named the Oakdale Farmers Bank to be the other officers. On May 26, 1911, Chas. Lancaster and wife deeded the above named lots to the Oakdale Farmers Bank. Recorded in Vol. 116, page 252.

On Nov. 8, 1920, the Oakdale Farmers Bank was reorganized in accordance with the Illinois Banking Laws and became the Oakdale State Bank with capital stock of \$ 15,000.00. This meant that in order to meet the law, each stock holder had to invest an additional \$ 75.00 for each share of stock he had, if he wished to continue as a stock holder. However the bank was doing well so increasing the capital was favorably accepted.

During the Depression Days, the bank along with thousands of others closed. Our bank was closed in Dec. 1932. On March 4, 1933 Pres. Roosevelt closed all banks in the nation in a Bank Moratorium. Banks were allowed to reopen as soon as they could meet the requirements of the FDIC. At that time the stock holders were responsible for 200% of the face value of their stock.

Business has continued to grow, capital stock has been increased, some stock has changed hands, and the bank has now been moved to a new building which is modern and is now equipped to render better service, including Safety Boxes, Night Depository and Drive-Up Window.

Mr. J.W. Allen and Dr. T.G. Tibby have been cashiers. At the present time Stanley Coulter is cashier, assisted by his wife, Virginia. They moved into the new bank Dec. 21, 1968.

SMITH BLACKSMITH & WAGON SHOP

On April 21, 1868, Robert Smith paid \$ 1.70 taxes on S pt W $\frac{1}{2}$ NE Sec. 28-3-4, $7\frac{1}{2}$ acres. On Jan. 14, 1869 he paid \$ 7.60 total tax on the above described $7\frac{1}{2}$ acres, plus 40 acres SE $\frac{1}{4}$ NE Sec. 29-3-4 and on Lots 4 & 6 in Block 10 in Oakdale. Lots value \$ 10.00 each.

We know that some time in 1868 he bought the Kelsey Forge in Oakdale and moved from his old shop in Sec. 28 along with a house he had there to the Oakdale property. He built the old shop much as it looks today (1969) except for the shed on the west side which was added in 1936. There was a wide porch and ramp on the south side which was used to move finished wagons from the loft to the shed which was on the east side of the shop many years ago. Mr. R. Kirkpatrick tells us that Mr. Smith did most of his wagon work and repair work in this shed after his sons Wes and Dave had learned the blacksmith trade. The loft was used for storage of wagon parts which he hauled out by wagon from St. Louis. They had an old steam engine south of the shop, triggered up to run the trip-hammer, emery-stone, etc. Mr. Kirkpatrick ran the engine one summer.

As children we liked to play in the loft with a big old bellows and other things stored up there. We also like to turn the crank to blow the coals on the forge to a flame and to watch the sparks fly from the big grind-stone.

Mr. Smith carried a little day book in his vest pocket in which he recorded all work he did that was not paid for immediately when the work was finished. Early settlers whose names do not appear either paid when the work was completed or they were not his customers. These are the names recorded in 1874, along with new names added in 1875 and '76.

Benjamin Bush, Henry Carson, John Guy, L. Garlick, J. P. Hibbard, Jas. Chesney, John Carson, Michael Hubler, John Kirkpatrick, Samuel Kemps, James Torrens, John Boyd, John Foust, Richard Boyd, Moses Keady, Sol Maxwell, Mrs. Frances McClay, Wm. McKinstry, Chas. McElhinney, James McClurkin, Joseph Patton, James Piper, George Stephenson, Robert North, Frances Torrens, Robert Eggs, S. B. Owens, John McElroy, Mr. Osborn, James Kemps, Alexander Leslie, Robert McLean, John Luney, Robert McConnell, Robert McAfee, James Manning, Amos Snyder, S. Sample, John Donnelly, Arthur Dempsey, Ross Guthrie, Wm. Bailey, Iverson Jones, Fredrick Wilson, Stephen Muhaffey, James Murphy, Thomas Kerr, Mrs. Carr, John Carmichael, Frances Wilkins, David Dempsey, Thomas McConnell, John McClay, Robert Ramsey, Mr. Murray, John Corpengh.

The next year these new names appear: Hugh Brownlee, James McCauley, Joseph Temple, Henry Wiens, John Sloane, David Willey, R. Todd, Jas. Christy. James and Adam Boyle appear in 1876.

(This is a lengthy list put in to show the names which have disappeared from the community as well as those who have remained)

As Mr. Smith grew too old to continue working, his shop was rented to Mr. Charles Brammeier who carried on blacksmithing in the shop as well as working on cars for several years.

In 1936, the west shed was built on and Mr. John Brammeier worked as blacksmith and wood worker for about nine years.

Herman Frieman operated a garage in the old shop for twenty-nine years until he retired in 1966.

GEORGE J. DECKER
L.R.H.

George J. Decker was born in Pilot Knob Township, Sec. 4 on October 20, 1884. He came to Oakdale in 1906 and started blacksmithing in a shop about 24 by 24 feet located in Block 11.

A man by the name of Shubert had blacksmithed in the same shop for some time before and a Mr. Ramsey had blacksmithed in the shop in 1905.

When Mr. Decker started he bought the shop from Mr. J.W. Torrens and Mrs. Ren Edgar. George Decker built a shed on to this building and used it that way until 1919 when he built the present building on the same site. The new building was 30 by 80 feet and was connected to a smaller building to the east making it now 60 by 80 feet under one roof. In building the new shop, Mr. Decker made a basement under part or all of it. Dirt taken from the basement was used to fill the cut in the hillside made by the old Kaskaskia-Vincennes Trail which was at the south end of the building.

In 1916 Mr. Decker got a contract with the McCormick Deering Implement Company to sell their machinery. He sold his first tractor to Gus Leich in 1926 and Ward Auld bought the second one in 1928. J. Ren McClay bought the third one in 1930. They were 10-20's with steel wheels with cleats pulling two 14 inch plows. They were very sturdy tractors and many of these 10-20's lasted for a great number of years.

Mr. Decker kept a helper for many years. Charles Brammeier worked with him as an auto mechanic and learned the blacksmithing trade before he opened his own shop in the Smith Shop. John Brammeier worked with Mr. Decker about seven years before he opened his own blacksmith and wood working shop in a shed built on to the west side of the Smith Shop. Leo Lake worked a short time and Ed Stearns also worked about a year.

In 1946 Mr. Decker quit the blacksmithing business and rented the shop to William Kroener who continued there until the shop was sold in 1959.

Mr. Decker had been in the seed business in a small way before 1946. At this time he devoted all his time to the seed business in the east part of the building. He bought and sold cowpeas, sweet clover, red clover, lespedeza seed, etc. He carried on this work for 13 years or until October 1959. He sold the building to Jack Basten who used all the building for handling seed. Basten sold the building and seed business to Willard Harris of Metropolis, Illinois in 1963.

John Brammeier started a blacksmith shop in a shed built on to the west side of the old Smith Shop in 1936. He continued to operate this shop until 1946. He started to do part time trucking in 1943. He quit the shop to do full time trucking in 1946 and continued until 1959---hauling coal, farm grain to elevators, making regular trips to the stock yards in East St. Louis and bringing back loads of stock feed.

OAKDALE GARAGES

Lester Guthrie and Charles Brammeier had the first garage in Oakdale. It was located in a building just west of what known as Decker's shop and was owned by Henry Brammeier and James Sloane. They repaired cars and sold Model T Fords.

The Guthrie and Brammeier Garage was discontinued after about two years. After this Charles worked for George Decker as blacksmith and auto mechanic for a few years, then went into blacksmithing and auto repair business for himself in the Smith Blacksmith Shop building. After several years Charles sold his business to Herman Frieman in October 1934.

FRIEMAN'S GARAGE - October 29, 1934--October 29, 1966

On October 29, 1934 Herman and Orval Frieman bought the Chas. Brammeier Blacksmith and Garage business and started a garage and service station known as Frieman Bros. Garage.

During the first winter we sold Conoco products and got alcohol in five gallon cans from Mascoutah. The only all weather road was the rock road from Oakdale to Lively Grove, which was built in the summer of 1934. At times business was awfully slow. I remember one day that Jimmie Boyle walked in and bought one gallon of kerosene which sold for 10¢, the only sale of the day. Gasoline at one time as a special sold 7 gallons for \$ 1.00. In the spring of 1935, we changed to D.X. products. Ewald Doelling of Addieville was the distributor.

In February 1937, Norman Frieman bought out Orval and it still remained Frieman Bros. Garage. Orval, better known as "Dude" sold out on the advice of his doctor that he get away from so much gas fumes, so he took a job selling cars at Nashville for the Ford Motor Company which was operated by Mr. Shanks. Jim Caine worked for us the summer of 1939.

In April 1942, Norman sold out to me, Herman, and I became the sole owner of what was then known as Frieman's Garage. Norman went to work as fireman on the Mo. Pacific R.R. Steve Schaefer, Jr. who was then a student at Oakdale High School, worked for me at noon and after school and on Saturdays and during the summer vacation, from April 8, 1942 to July 15, 1943.

From July 15, 1943 to September 1, 1946 I took care of it by myself most of the time with the help of my wife Edna, who sold gas and oil, patched tires, cut the lining from brake shoes and helped clean up parts. She could have been a good mechanic besides a good wife and mother. My Dad, Henry Frieman could not do much mechanical work but it was always a great pleasure just having him around and he helped more than most people think.

Edna helped me off and on as long as I was in business. At times it was necessary to bring Delores and Kathryn down to the garage while I would go out to the country or go after parts. Edna also made many trips after parts. In later years she did all of my book work, including taking care of all the sales tax and income tax.

November 15, 1943 to February 6, 1945 Eddie Musielak worked for for me, part time. On Dec. 15, 1944 to Oct. 1950, Clayton Iben-dahl worked for me, with the exception of six weeks, when he and one of the Campbell boys ran Garner's Service Station located where William Kroener's Blacksmith Shop is operated. (1969) When Clayton left me, and his Uncle Ted took a job managing Burg-hardt's Poultry Farm at Fayetteville, Ill.

Benny Dintleman worked for me from Sept. 1, 1946 until March 15, 1947. Kenny Dintleman worked for me from May 1, 1947 to June 15, 1947. Otis Piper worked for me from Jan. 1, 1948 until Feb. 10, 1948. Otis did me a tremendous favor which I will always be grateful for, as it was during the illness and death of my father, as I was away from the garage most of the time and Clayton needed help. Otis had another job he was supposed to go to but would not leave me until I was free to come back to work regularly.

"Sam" Chalmers Brammeier came to work for me March 1, 1948 and continued with me until Oct. 29, 1966. From the time of our begining until 1960, we were open every Wednesday and Saturday night and usually half days on holidays. It was not uncommon on Saturday nights to be there until 12:00 o'clock. I was always very fortunate in having good honest and likeable boys and men to help me. There were also a few others who helped me when I was in a bind, such as Lyle McClay, Daulton Rohde, Earl Hammond and Jim Henley. If I have forgotten to mention anyone, I apologize.

Sam worked for me the longest, almost nineteen years. I never thought of Sam as working for me, he was a lot closer than that.

Contributed by Herman Frieman

BRAMMEIER'S D.X. SERVICE

During the summer of 1966, Chalmers (Sam) Brammeier built a new modern garage of concrete block in the black top road just on the eastern edge of the village. It is well equipped with modern machinery and Sam gives good service on cars, tractors or lawn mowers. He also sells D.X. gasoline and other D.X. products.

Sam is often assisted by his father Charles Brammeier in the summer or by his wife Bettie when he is called out of town.

He opened his shop on October 30, 1966. We wish him well for at least as long as Herman Frieman had his garage.

The Oakdale area was voted into the Coulterville Fire District in April 27, 1968.

ELECTRICITY

In the middle 1920's there were Delco Light systems in Bor-cherding and Kleinschmidt's Stores, Guthrie's Drug Store, the R.P. Church and several farm homes. These were 32 volt systems using gasoline generators to charge storage batteries.

Through the work of Lester Guthrie, they were able to persuade the Ill. Power Co. to build a power into Oakdale. Power was turned on in October 1930.

The R.E.A. built power lines into the area in Dec. 1939.

THE RAILROAD AT OAKDALE

During the spring and summer of 1886, the Centralia and Chester Railroad Company secured the "right-of-way" not to exceed 100 feet for the railroad which the company was about to construct. (We have a right-of-way easement given S.L. Coulter.)

They started to build the railroad line through Oakdale in 1888. The farmers of the community who wished to were hired to use their team and hand scraper to build the roadbed. It was completed and the train started running in 1892. Farmers also used their teams and scrapers to make the railroad lake built on the Kelso farm, located about two miles north of Oakdale, in the fall of 1902.

The trains were pulled by a steam engine. For many years there was a freight train each way per day and a two-car passenger train each way, morning and evening per day. On the passenger train, the front part of the first car was for carrying baggage and mail and the back part of the car was for passengers who wished to smoke. The second car was all for passengers. Some time in the early 1900's the train became known as the Illinois Southern.

To show that the locomotives were not very powerful, they used two engines for a freight of much length. During the winter of 1917 the train could not run for over a week because the snow had drifted so high they would get stuck. Farmers had to dig out the roads where they were drifted shut. Those children who went to high school in Nashville were taken in bob-sled or buggies.

For some reason the railroad was shut down from December 1919 until June 1921. During this time the mail, all freight and people had to depend on a few automobiles but mostly horse-drawn vehicles to go any place.

In June 1937, the Nashville Journal reported, "The Missouri Pacific Railroad Company had installed a diesel engine train on the M.I. Railroad running one train each direction daily between Salem and Chester."

It seemed that the Missouri-Pacific Co. bought the Ill. Southern when it discontinued service and when service was resumed in 1921, it was known as the Mo-Ill. Railroad or M & I. When the train lost the contract for hauling mail, the passenger train was reduced in size to one car nicknamed the "Doodle Bug". The end of passenger service came on March 15, 1954. Many local people rode it on its last run.

Mike Fitzgerald was the senior engineer for many years, mostly on the passenger train until his retirement at the age of 73 years. He died May 1956, his wife was the former Flossie McClay. John Carson of Sparta, who grew up in the Oakdale community, was the engineer on one of the freight trains for many years until his retirement. He still lives in Sparta with his wife, the former Hannah Frieman of near Elkton.

The railroad still does a rather large freight business, though there has not been a station agent for many years. The station building was sold to Williard Harris about 1965. He moved it south of his other buildings and along with additional construction converted it for use in his seed business.

HISTORY OF THE GRAIN BUSINESS IN OAKDALE L.R.H.

For many years after the mill blew up, Mr. Moses Keady, who owned a half interest in the mill at that time, hauled flour and other mill products from the Addieville Mill and sold it from a shed he had built east of his house which is now owned by Mr. Albert Dintleman. The north blacktop road probably lies across its former location. Mr. Keady hauled this flour and feed in a wagon with side-boards, making the trip frequently. He continued this trade into the early 1900's.

When the Joseph Maxwell's bought the property about 1912, this shed was moved behind the house where it still stands.

A wheat buying station has been in Oakdale from about 1890. It was owned by the Camp Spring Milling Company of Nashville, and for a time E.W. Bailey was the buyer.

Robert Osborn took over the management in 1894. There was nothing but a small building for feed and flour with a very small office in one corner. A small wagon scale had been built along the railroad track, and a freight car would be spotted for the buyer's use so the grain could be weighed and unloaded into the car. If it took several days to load, the railway did not collect a per diem fee. Some years later an addition was added to the original building for the storage of grain, and an elevator was added to load the grain into cars.

Robert Osborn quit the job in 1906 when an interest in the Oakdale location was shown by the Sauers Milling Co. of Evansville, Ill.

In 1907 a small building was constructed near the depot, and wheat was again loaded into railway cars. In the spring of 1907, the farmers purchased a piece of land stretching 200 feet along the track and reaching 120 feet to the east, from C.E. Bailey at a cost of \$ 250.00 for the Sauers Milling Co. to build an elevator upon. The new elevator had a capacity of 15,000 bushels and cost about \$ 3000.00. If I remember correctly, labor cost about \$ 1.25 per day.

James Boyle bought the property of the Camp Spring Milling Co., then owned by H.H. Cordes in the winter of 1908 and later constructed two more buildings on the site. In the 1920's Mr. Boyle bought ground north of this location and constructed two buildings with elevating machinery and a dump scale. He operated this business until 1932. He was very energetic and built up the business, shipping into Oakdale the first carload of commercial feed. Mr. Boyle sold the business to the Huegley Elevator Co. in 1946. Ray Sledge operated it for a time, but they never got to buying grain due to the fact the building was set along a pass track that was built for the railroad's personal use, and nothing would be spotted on this track except for the Carrier's use. The railroad was shut down from Dec. 1919 until June 1921, and nothing could be shipped from this station. However, the

Sauers Milling Co. hired equipment and operated from Evansville to Coulterville where the I.C. Railway picked up their flour and feeds.

The Sauers Milling Co. built an additional building in 1927 installing a cleaning machine which was popular at that time. This was completed at a cost of \$ 3,000.00. In the meantime an additional house was constructed on the site for feeds by the Sauers Milling Co and one on the location by Robert Osborn, which now has been converted into an office.

Robert Osborne retired in 1939 and Harry Osborn worked for the Sauers Milling Co. until the summer of 1949 when all the properties of the Sauers Milling Co. were sold to the Gilster Milling Co. of Steeleville, Ill. The owners of the Sauers Milling Co. had died in the meantime and poor management had caused a great loss in the business. .

The Gilster Milling Co. operated the business with Harry Osborn as manager for five years. They started to buy soybeans 1951. Soybeans were coming to the front as a major crop in the community.

The Gilster Milling Co. sold to Harry and Laura Osborn in 1953. The Osborn's continued in the business until 1962 when it was sold to Sam Meeks of Brookport, Ill. The new owner made some improvements, putting in a truck scale and began buying without cleaning. He also changed the name to "The Oakdale Grain Co." He had a man to continue operating the business until the summer of 1963 when he sold to Williard Harris of Metropolis, Ill., who continued to operate under the name of "Oakdale Grain Co."

Under Mr. Harris, the place has been improved by acquiring an additional 300 ft. of land along the tracks, adding an additional unloading place, building additional sheds to handle feeds, as well as erecting several large storage bins with driers and shoots for easy handling of grain. He also handles a nitrogen fertilizer business.

The Washington County Service Co. bought the Oakdale Grain Co. from Williard Harris and took over operation on June 1, 1968, with Don Finke as manager, assisted by Carrol Stern. The Service Co. is erecting a large shed to further expand the handling of fertilizers.

Robert Osborn and his son Harry operated the grain buying business at Oakdale continuously from 1894 until 1962 with the exception of one and a half year when the railroad was shut down.