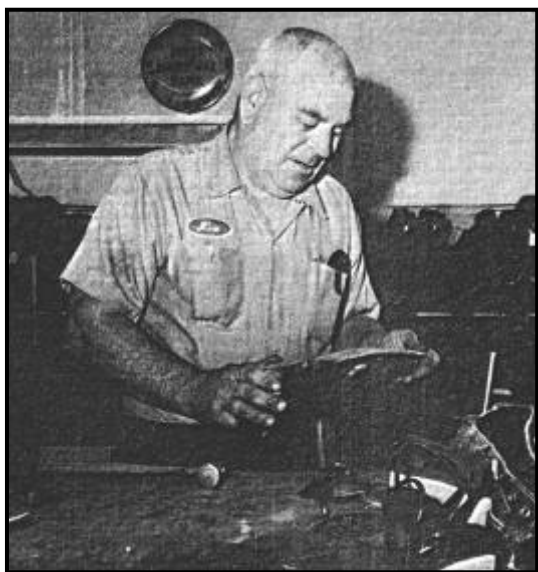


**E. J. Ashby** conducted an up-to-date shoe repairing shop which was equipped with modern day electricity in 1921. He was born in Pittsburgh, PA on April 17, 1888. He had a Landis No. 12 stitching machine and a finishing and burnishing machine. In connection with his shop, he had a neatly arranged shoe shinning parlor. Everett Carroll was his assistant.



In 1937 **Kenny Nelson** was hitchhiking through Tuscola and never made it out. Working at Baldwin's Café, he met his future wife, Pauline, and they were married in 1939. Kenny worked various jobs and finally in 1957 became one of the last shoe repairmen. After five different locations in Tuscola, Kenny and Pauline located out of their home.



**Rutan Oil Company**  
Circa 1948-1950  
702 E. Overton St.



**Mom's Café (Conoco)**  
Lucinda Weaver - owner  
Sue Gould, Jane Kelly, Shirley Weaver  
Rowe, Pat Lockwood, Wanda Ralston



Carolyn and Marolyn  
Corrie  
**Chud's Grill**

**A. N. Corrie**  
**"We Never Close"**  
**Clean Restrooms**  
**Phone 175**  
**Route 45 Tuscola, ILL.**



**Shell Oil Company of Douglas County** When the Shell Oil Company established a bulk plant in Tuscola in 1924, they hired Lawrence J. Allen to operate it. He sold gas and oil to farmers and established several Shell gasoline stations in Douglas County. He started with one delivery truck and as business improved, he added two trucks and two drivers. These trucks did not have starters and had to be started by hand cranking. As the trucks became more modern and the tanks had more capacity, Lawrence needed only one truck.

The bulk plant was located along the railroad tracks on South Central and Ohio Streets. There were two 18,000 gallon storage tanks and a small metal building housing the electric pumps. The pumps were used to unload the railroad cars and to pump fuel into the delivery trucks. Later a metal shed was added for oil and specialty items like axle grease and hydraulic fluid. All the fuel came to Tuscola by railroad tank cars. The railroad switch engines spotted the tank cars near the unloading dock and after the car had been properly positioned the fuel was pumped into the large tanks. The tank cars were moved into position with a pinch bar that was shoved against one of the wheels of the car. When depressed the car would move about one to three inches. The arm on the unloading pipe was moved into place over the large cap in the center of the tank. The cover was removed and the fuel pipe lowered into the tank and the pumping was started. Each day Lawrence climbed up the large metal ladder to the catwalk on top of the tanks and measured the amount of fuel with a steel tape and recorded the temperature of the fuel. The numbers of gallons were determined from a conversion table. He would send daily reports to Shell Oil as the inventory and sales.

The service station had underground storage tanks so the fuel was unloaded from the tank truck by gravity. The pumps had visible bowls and the shut off valve was located on the pump just below the bowl. Gasoline had to be pumped into the bowl from the underground tank by a hand pump. The handle was located on the side of the pump. There was no gasoline in the hose. In the 1930's, gasoline sold for seventeen to thirty cents per gallon. If the company changed the price, Lawrence would coordinate the time of the change with other companies. The lack of coordination could and did cause gasoline price wars. The price could get as low as seventeen cents per gallon. Gasoline was price to the nearest tenth of a penny. Many times a price change would be three or four tenths of a penny. Today the nine-tenth's sign is painted on all of the gasoline signs.

In those days money was in short supply. Fellows would drive into the gas station with their girl friend and buy gasoline. They would yell to the operator to "Fill 'er up" and then hold up two fingers so that the lady could not see the gesture. The operator would put in two gallons and collect the thirty-five or forty cents.

Many farmers had storage tanks elevated to allow them to refuel their tractors by gravity. The process of filling these tanks required the use of five-gallon buckets. The tank on the truck had pipe to the rear of the truck with lock-lever faucets. When he had a farmer's tank to fill, he would fill his two five gallon buckets and carry them to the tank and climb the ladder and pour the gasoline into the farmer's tank. When his son, Harold, was old enough to carry the buckets, it became his job to draw the gasoline and carry the buckets to the tank and hand them up to his father. Several years later Lawrence added a gasoline engine to power a pump on the side of the truck that would move the gasoline into the elevated tanks.

During the "Great Depression" money was in short supply. The station operators would call his house and leave an order for fuel with Lawrence's wife, Inez. The telephone number was 169. When he delivered the fuel the first thing was to find out how many gallons the operator had cash to pay. Lawrence would climb on the truck and take his calibrated measuring stick and place a common pin in the marker for the number of gallons that had been paid for and place it in the tank. Harold's job was to start the flow of gasoline at the rear of the truck where the faucets were. Then stand by to shut off the flow when dad would see the wave created by the pin when the gasoline receded to that point. He would then instruct Harold to shut the valve off.

Near Thanksgiving Lawrence accepted a live turkey in lieu of gasoline payment from one of his many customers. The truck had a box on the back of the truck to carry the bucket used to transport fuel. It seemed to be a convenient place to put the turkey. However, when he arrived home and the bucket box doors were opened the turkey fell out on the ground. The gasoline fumes had resulted in asphyxiation of the bird. His family had an old hen with gravy and dumplings that year.

Since everyone needed gasoline, the Allen family faired pretty well during the Depression. After twenty-five years, Lawrence sold his interest to Lyle Kellogg. The date was September 29, 1949.

Lawrence Allen and  
Wm Thompson  
Shell Station Rt. 36



**Tommy's Shell Station** on Rt. 36 was owned by William Thompson. It was built in 1930 and operated until his death in 1949. The service station provided gas and oil changes. Glen's daughters, Joanne and Mary Lou would help wash car windows. Glen Thompson took over and turned the station into a **Tastee Freeze**.



TOMMY'S SHELL STATION ON RT. 36



William and Anna  
Thompson

Shell Pump





**Tastee Freeze – Rt. 36**



**Glenn and Marge Thompson**



**The Kellogg Oil Company** became the **Kellogg Oil and Auto Supply** and then **Kellogg Brothers, Inc.** Kellogg Brothers, Inc. was located at 101 N. Carico. The business began in 1948.



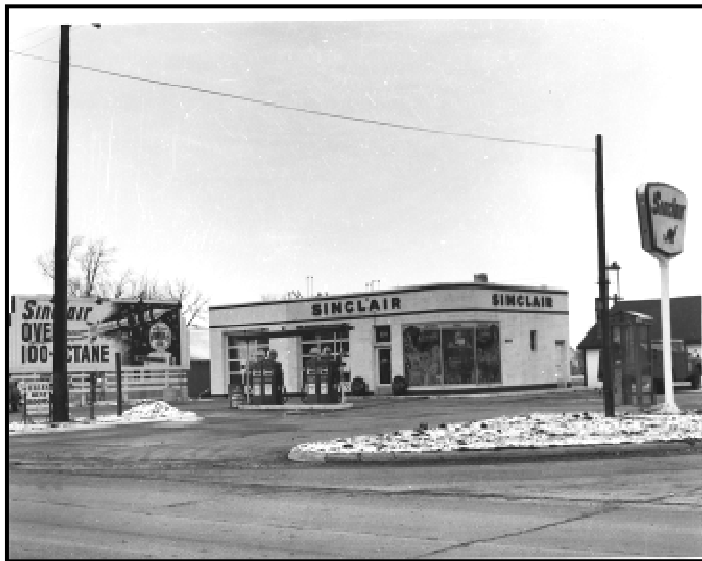
**Kellogg Oil and Auto Supply Delbert Milsap, Robert, Lyle and Allen Kellogg, Raymond Kingery**



**SHELL OIL - ALLEN**



**SHELL OIL – ALLEN 1942**



**SINCLAIR - corner of Rt. 36 and Main St.**



**Ralph Brewer, Sr.**  
Manager of Sinclair Station  
1960-63 - Rt. 36 and Main St.

**The Sinclair Gas Station** at the corner of Rt. 36 and Main St. was managed from 1960-1963 by Ralph Brewer. His sons, Ernie and Ralph, Jr. helped until they went into the Navy. Ralph sold gas during a “gas war” when gas was 17.9 cents a gallon. Ralph and his sons washed widows and swept out customers cars while pumping their gas for them. There was also an extra room in the station where they did mechanical work for people.

**Donley's Texaco Service Station** at the intersection of Rt. 36 and South Main St. was operated by Ralph Donley. Mr. Donley opened the station in March 1946. Basil Turner worked for him. Starting in 1954, Mr. Donley operated the **Dairy Queen** during the summers which was located just east of his service station.



**Ralph Donley's Texaco Station**  
Main St. and Rt. 36

Joe Headrick and his boss,  
T. L. Cain at the **Shell Station**  
on Rt. 36  
next to Cooper Motel



Charles Robinson  
**Robbie's Gulf Station 1968-1970**

Arthur Nuxall leased the Mobile Service Station at the corner of Route 36 and Niles Avenue and opened it for business March, 1957. The firm name became **Art's Friendly Mobile Service**. The station was previously known as **Archibald Service** having been operated by Arnold Archibald for many years.

**Beasley's Standard Service Station** was taken over by Jack Beasley in 1955. They later bought the Shell Station and sold to Cooper Motel. **The Car Wash** is now located where the Shell Station had been.

**The Gulf Station** on Route 36 was operated by Clay Lewis since 1940. At that time there were 5 service stations on Route 36. In 1957 there were 14 located in that area.



**Beasley's Standard Service Station  
Rt. 36**



**Charlie Weaver – Mobil Station  
Rt. 36 and Niles Ave.**



**SUNOCO  
Rt. 36**



**O. B. Smith Standard Station** at 300 N. Main Street was leased in 1932 By O. B. Smith. He retired June, 1964. Francis Duensing took over the station from Smith. Mr. Duensing had the station until October, 1983 when he sold to Chuck and Sara Holmes.





**Dale Bissey**

**Bissey Sales and Service** was located on Rt. 36. It was owned and operated by Dale Bissey. The business opened in September of 1956. The stock included an extensive line of Goodyear tires for both automobiles and tractors. It was opened as a DX gas/service station which later became DX-Sunray, then to Sun Oil (Sunoco). The station was converted to a tire/service station in 1972. Mary and the late Dale Bissey are the parents of two sons and two daughters.

Phil Anderson of **Anderson's Mobile Service Station** bought the station from John Harris in 1971. The business was located at the corner of Rt. 36 and South Niles Ave. A service station has been at that location since 1938.

**The Lloyd Oil Company** was founded in April, 1953 as an independent oil distributor service for Douglas County. In 1964 the Mobil Oil Agency was acquired. Mr. Lloyd was assisted in the operations by John Harris, Leroy Navel, Gerald Weirman, Jim Glenn, and Donald Skaggs. The business expanded into the oil and automotive parts distribution in 1968. In 1986, John and Marlene Harris took over the business after the death of John Lloyd. The business was closed in 1998 and Pangburn Oil took over the inventory.



**Lloyd Oil and Auto Parts Store 1979**

Leroy Navel, Jeff Harris, Don Skaggs, Joe Stanfield, John Harris,  
Phil Carr, Marlene Harris and owner, John Lloyd

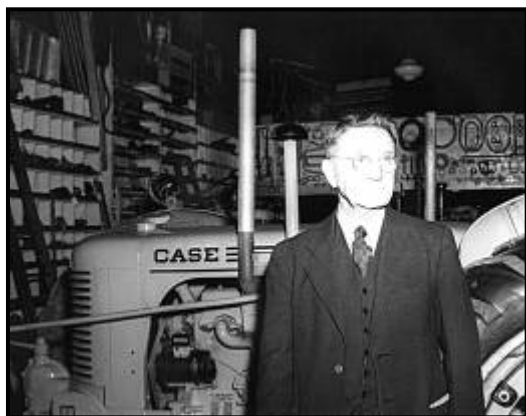
**Gordon's Trucking** was located at E. South Central Ave. in the 100 block and started in 1968. Raymond Rousnaville was the supervisor. Alberta George worked there for 28 ¾ years. She started as secretary and ended up being the supervisor. The business closed in 1983. The home office was in Memphis, TN.

**Miller Motor Sales** was owned by Floyd J. Miller from 1940 until 1977. A car lot had actually been started in 1924 at Rt. 45 and Northline Rd. The business had also been on Rt. 36 next to the DeKalb plant, 605 S. Main St. and on west Sale St. Floyd dealt in used cars and eventually **Miller Chrysler/Plymouth** dealership. Floyd retired in 1975 and son, Dave continued for two more years.

Don Peterson was owner of **Philips 66 Truck Stop**. Before taking over the station in December, 1971, Don worked for the **Avco Financial Services** for 14 years.

The **Western Auto Associate Store** located at 101 N. Main St. was operated by Mr. and Mrs. Don Odgen. Mr. Odgen took possession of the store May 14, 1956. The store was established by Paul Early in 1947. He sold it to Frank Edwards in June 1950. In 1952 Mr. Edwards sold to Frederick Plunk who sold it to Mr. Ogden.

**Western Auto** was purchased by Jim and Kay Higgins on October 1, 1970 from Harold Shinnemamn. The business started at the corner of Main and South Central where **Avco** was later located in 1961. It then moved to 211 N. Main. At this time, Higgins took on the **True Value Hardware** franchise. By doing this, Western Auto added a wide variety of name brand item



**C. A. Vest**

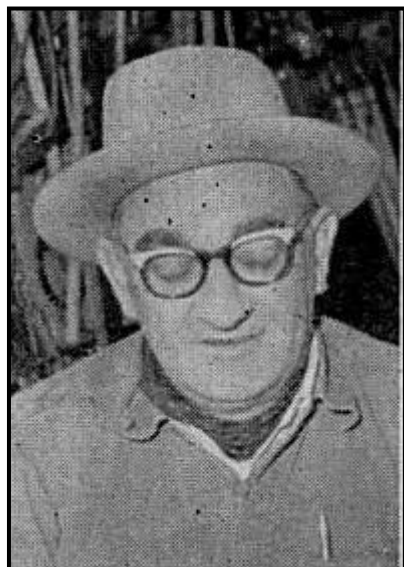
In May of 1945, Lloyd McDaniel (manager) and M. E. and C. E. Dillavu (silent partners) bought the **Case Implement Dealership** belonging to C. A. Vest. Vest was originally a harness-maker by trade. In 1912 he added farm implements to his harness business. In 1930 he became a Case dealer. This dealership was at 216 West Sale St. In 1953 the business was moved to the Armstrong property on Rt. 36.

Charles H. Burk came to Tuscola on February 28, 1955 when he purchased the **Stewart Motor Sales, Dodge and Plymouth Agency** at 209 S. Main St. The car dealership and garage became know as **B&M Motors**. He bought the business from Mrs. Helen Stewart Deem whose late husband, Elmo Stewart, had operated the business from November 1949 until his death January 21, 1955. E. E. Evans had established the business in 1946. In mid November 1946 Mr. Stewart purchased the building at 213 N. Main St. from the Rayburn Auto and Implement Co. At the same time he bought the vacant lot at 110 E. Sale St. for display of used cars. The business located in its new quarters in February 1957.

**Del-Ray Supply** was purchased in 1970 by Delbert Milsap and Raymond Kingery. It was previously part of the Kellogg Brothers. Both men worked for Kellogg Brothers for 8 – 10 years before purchasing the business.

**Ray and Kay Supply** owned by Ray and Kay Kingery was previously Del-Ray Supply. The store added hardware, paint, CB radios and many other items along with automotive supplies.

**Ray and Kay Supply Co.**  
Ray and Kay Kingery



**The Cler Brothers Supply Company** was established in Tuscola in January, 1953. At that time Alfred "Rosie" Cler operator of firms in Villa Grove and Tolono, leased the building of J. H. Bassett at 141 E. Sale St. Late in 1953, Mr. Cler purchased the three-story building at 126



W. Sale St. from Dillavou and McDaniel power equipment firm. The Cler Supply Company was moved to 126 W. Sale from which it operated a plumbing and roofing business and dealt in all types of fixtures.

**Century Motors** first opened its door for business in 1949 by Herman Slutzky. In 1961 the agency was purchased by Red Proffitt after having been employed as sales manager and salesman since 1955. In 1964 Proffitt purchased the Buick and Pontiac agency from Floyd Grubb and combined it with the Oldsmobile agency. Century Motors covered 1 ½ blocks on North Parke St.

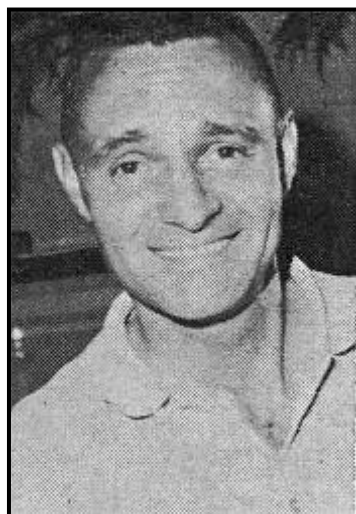


Everett W. Kerns established the **Kerns Farm Equipment** business in 1944. The firm opened for service to the public in the Pearle Wardall building at 204 N. Parke St. and dealt for Massey-Harris and New Idea Farm Implements. In December 1947 Mr. Kerns purchased the building at 200 E. Sale St. from C. C. Rayburn and moved to that location.

**Nicholas G. Flesor** was born March 17, 1883 in Tripoli, Greece. He came to America in 1910 and for 35 years was associated with his brothers, Gus and Tom, in the operation of the Tuscola Candy Kitchen. In 1945 he withdrew from this enterprise and established his own candy shop at 108 W. Sale St. Mr. Flesor married Agnes Prassas, also of Tripoli. All of their married life was spent in Tuscola with the exception of a six month trip to Greece in 1928. Mr. and Mrs. Flesor had two sons: George N. and Chris and daughter, Mary. Mr. Flesor was a member of Tuscola lodge No. 332, A. F. and A. M. and Tuscola Chapter No. 66, R. A. N., and the First Presbyterian Church. He was highly regarded in the community, both as a respected businessman and as a genial friend of young and old, the well-to-do and the lowly. His date of death was Sunday, June 26, 1955. George Flesor operated the **Kandy Kitchen** after the death of his father in 1955.



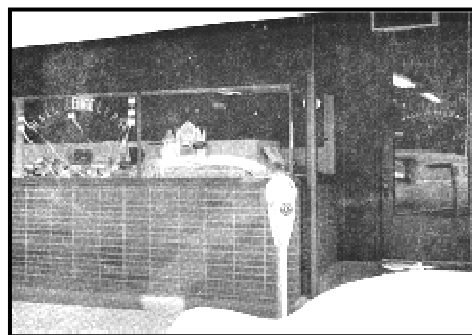
George Flesor



Nick Flesor



**Rogers Florist Shop** at 605 N. Niles Ave. was owned and operated by Bill and Irene Rogers and family. Bill first went into the grocery business in 1947 in a building a block north of 605 N Niles St. The new building was erected in May 1950. Then in September 1954 the grocery store was closed out and after remodeling became a floral shop. In 1956 a new brick front was added to the building.



**HALL JEWELERS** Established August, 1955 by Gene Hall

**Ferchow's IGA Foodliner**, purchased by Clarence Ferchow in 1948 traces its roots back to the horse and buggy days. A grocery store first owned by Wilbur Hoel at 112 W. Sale St. was sold to William Miller in 1944. In Mr. Miller's hands the store became an IGA. Mr. Ferchow bought the store from Mr. Miller. Mr. Ferchow purchased ground and erected a new supermarket in March 1954 at 704 S. Main St



**IGA FoodLiner – South Main St. and Pinzon St. – 1955**  
(The building now houses the Douglas County Museum)



**Clarence Ferchow**

**The Tuscola Lumber Company** was established in January 1953 by H. C. Burke (Mattoon.) Ground was leased from the B & O Railroad right of way south of the tracks at the corner of S. Niles and E. S. Central Street extension. John I. McCartney was the first manager. An office and display room was erected at the Niles St. front. Garland Strohl later served as manager. In 1966 the Tuscola Lumberyard doubled the size and updated the equipment. Bob Rose took the position of manager in 1965.

**The Little Folks Shop** was owned by Pearle and Ed Bailey. They rented the building at 110 W. Central across from the C&EI depot. On March 29, 1957 they opened for business.

**The Tuscola Hardware** was owned by Edward A. Schultz who bought the business from William M. Ferguson on April 12, 1954. The firm was originally established by the Ervin Brothers. C. Ed Cox operated the store for 30 years following the founders. He sold it to two employees: E. C. Tudor and Miss Clara Bruhn. Miss Bruhn sold her interest a year or two later to Mr. Tudor who continued operating the hardware store for 30 years. Mr. Ferguson bought the store in June 1951. Employees: Miss Maurine Baker and Mr. Schultz daughter, Sondra Schultz.

During the 1940's to 1960's **The Sale Street Pool Hall** was owned by William M. Riley. It was one of the best equipped pool and soft drink establishments in the area. He was assisted in his business by Bert Hill and his son, Loren Riley.

Mrs. Delta Baldwin and her daughter, Mrs. Helen Wood, operated the **Baldwin Café** at 124 W. Sale St. The building had been used as a restaurant for at least 30 years. Prior to Mrs. Baldwin's proprietorship, the establishment was operated by Len Street. The Baldwin Café was closed in the early 1950's



**Ruth, Victoria, Martha and Goldie, dau. of Ella Stansberry**

after the building was purchased by the VFW.

The **DeKalb Agricultural Association Plant** was built in Tuscola in 1937. Ruth, Victoria, Martha and Goldie, dau's of Ella Stransberry built in Tuscola in 1937. Vern Wright, a recent U of I graduate, became the plant's first manager. Delbert Grimm was plant manager in 1957.

**Allison Radio** was established by Quincy Lee Allison on March 11, 1946 and was first located at 203 S. Main St. in the building formerly occupied by Lake Barber Shop. The



business was moved to the Foley building one block north in 1949. In 1956 Mr. Allison purchased the Weber Electric building on Route 36. Mr. Allison was employed by the Tuscola Radio Supply for three years. Robert Stallsworth began with

the firm part time in 1949 and was in charge of radio & TV repair. Gale Hopkins began in 1956 and also did repairs. Mrs. Joyce Allison was in charge of the record department. Stephen Allison worked summer months and after school for his parents.



**New Allison's TV and Appliances**  
Mr. Allison, Ron and Jo Hodge,  
Joyce Allison

**Hodge TV and Appliances** Ron and Jo Hodge, formerly of Casey, bought the Allison TV and Appliance business on Rt. 36 in 1974. The store did retain the Allison name for some time.



**Sears Catalog Merchant** was operated as the first type of mail order catalog store in Tuscola from May, 1965 to April 1, 1969. It was located at 102 W. Sale St. and then 103 W. Sale St.



**Montgomery Ward Catalog Store**  
Shirley and Bob Taylor, Laura Mattix



**The Community Building**, which served as the Chamber of Commerce Headquarters, represents the organizations greatest accomplishment. The Chamber of Commerce spearheaded the drive for the funds for the building after Geo Sohrt, farmer, offered a gift of an initial \$20,000 provided Tuscola could raise the balance for the \$80,000 building. The offer was made on May 1, 1955 with the stipulation that the money be raised

by July 1, 1955. This was later extended and by Aug 1 the building was assured. Bernard Weber supervised the construction of the building which was opened for use Aug 1, 1956. The building featured an auditorium 72 x 72 feet, with kitchen and dining facility to serve 400 people. The building also has three small rooms upstairs and three offices, a spacious lobby and restrooms downstairs. Delbert Grimm was president of the Chamber during the drive for funds, and he was assisted by Roland Rayburn, Chairman for the campaign.



**FARM BUREAU - 105 N. Main St.**

**The Douglas County Farm Bureau** was organized in 1920 largely through the efforts of J. R. Clisby, John McCarty, W. F. Goodspeed, G. R. Helm, Grover McCormick and Edgar Morow. The officers were J. McCarty, President; W. G. McCormick, V. P.; H. K. Williams, Sec.; Harry McCoombe, Treasurer. Other directors were: F. L. Reader, E. B. Morrow, R. I. McIntyre, William Hemingway and F.A. Armstrong. On July 1, 1920, Fred Garrett was selected as chairman, assigner for the county. The bureau started with a membership of 300 to 900 members. Mr. Garrett was paid a salary of \$4,500 per year. Miss Georgia Davis was

the office secretary. The association was very active in its efforts to better the condition of the farmer. The live stock department of the association was organized and enabled the farmers to sell their stock at advantageous prices and to eliminate the middleman's profits. Over one hundred farmers co-operated with the bureau to spray their orchards. Great effort was made to secure better sales for the farmers and to help aid them to raise better livestock and to enable them to secure the best kind of fertilizer. Through the efforts of the Douglas County Farm Bureau, the Douglas County Farm Loan Association helped to secure loans for the Douglas County farmers in excess of \$55,000. The association helped other farmers by getting low and reasonable rates and eliminated broker's excessive commissions.



**Misses S. and Addie Schable** conducted a beauty parlor on South Central Ave. Both of these young ladies were graduate nurses and practiced their profession before entering Tuscola. They came to Tuscola in August of 1921 and opened their beauty parlor.

The shop was nicely furnished and equipped with the latest supplies and devices for their line of work.

The young ladies had a large patronage.



**Dorothy Shreve Photo Studio on West Sale St. – 1920's**