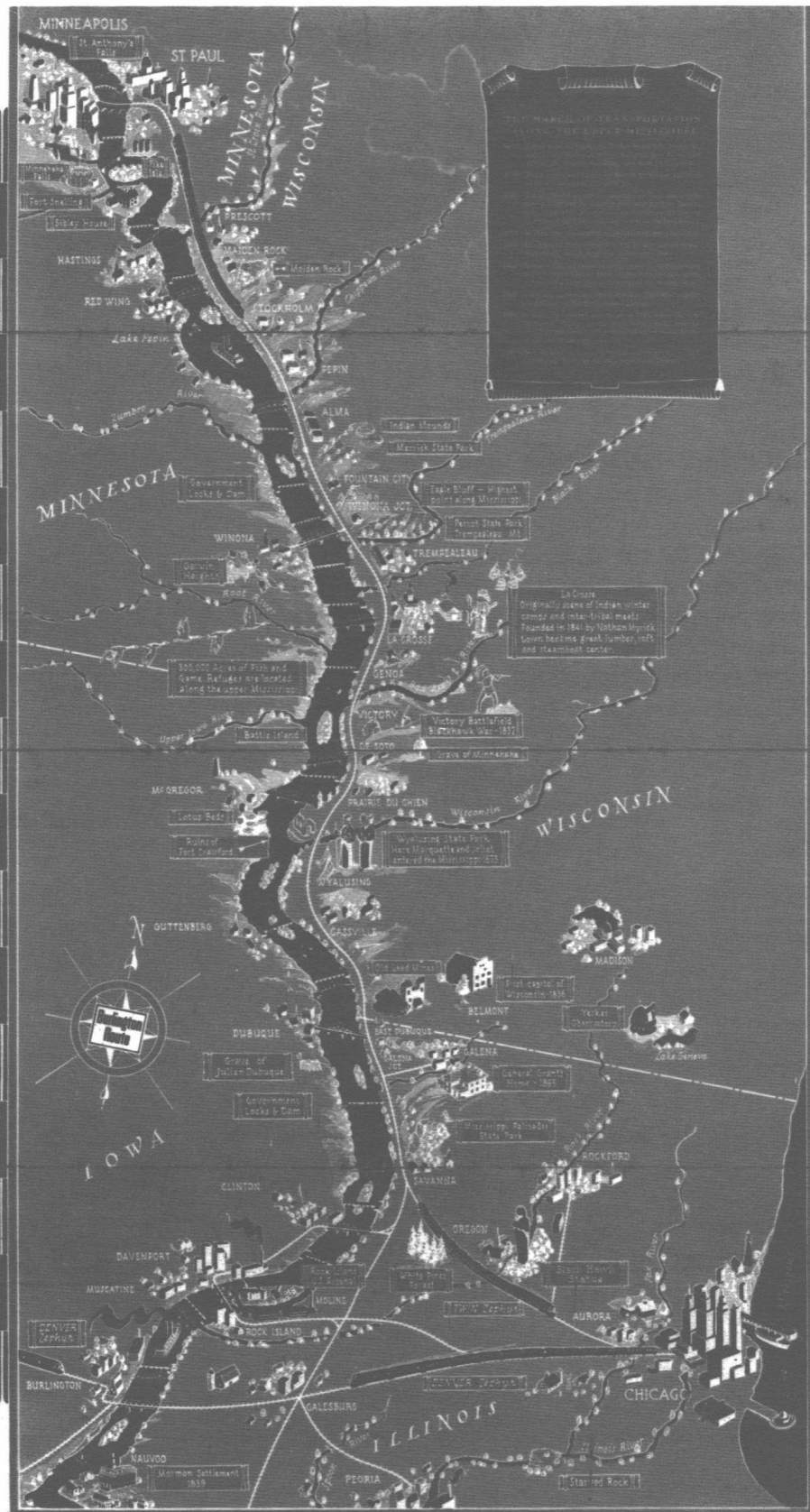


Railroads

Twin Cities Route (Courtesy Jon Schwartz)





It Came . . . (Donna Kennedy photo)

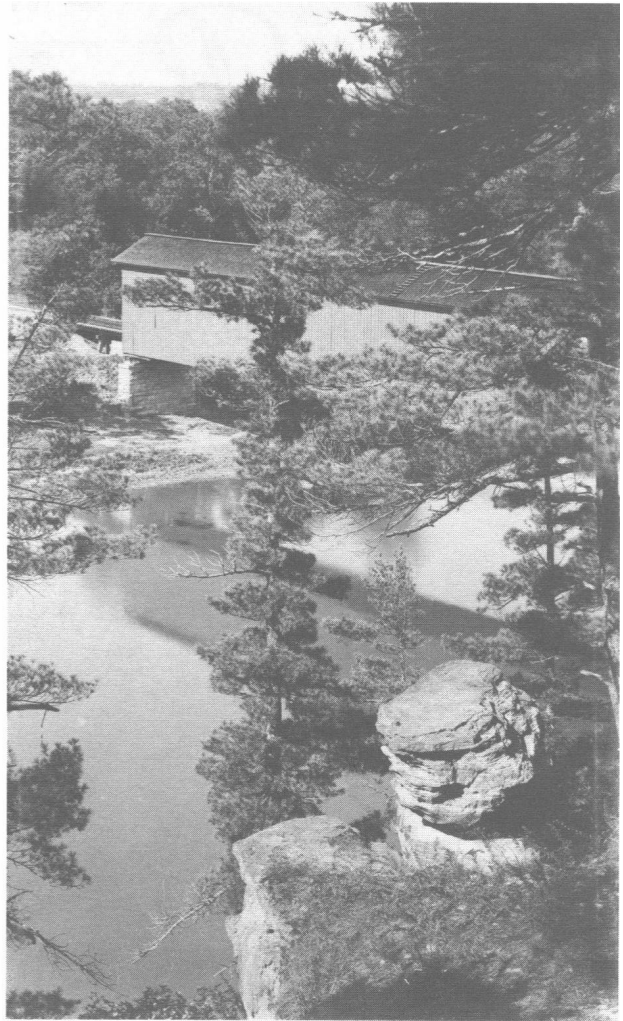
IT CAME . . .

Compiled and written by Marie (Hardesty) Black.

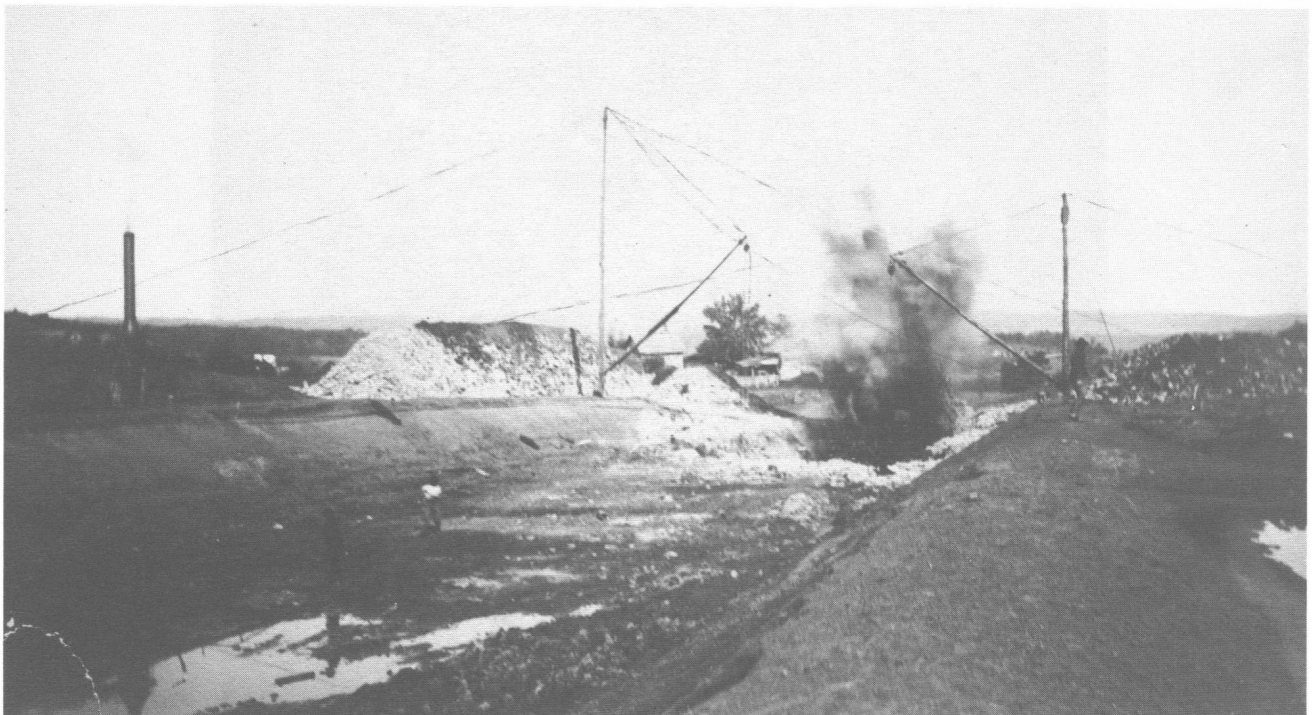
It is a well known fact that the “coming of the railroad” played a major part in the survival of a town, and Oregon was no exception! It was in 1871 that the city was opened to expand economically.

The Ogle and Carroll County Railroad (now part of the Burlington) completed a 15 mile line from Rochelle to the east bank of the Rock River on April 1, 1871 at 4:00 p.m. when J. V. Gale drove the last spike.

At first the roadbed had been built and tracks laid over the sand hill which is near the northwest corner of where the Oregon Golf Club is now located. This location would have brought the tracks through the middle of the city of Oregon, but George Hill who owned a farm to the south (now Hill’s Addition) made a deal with Francis E. Hinckley of the railroad to bring the railroad through about a mile south, in exchange for half of the land. Those



*1871 Railroad Bridge (Courtesy E. G. Landers)
(Photo courtesy Ogle County Republican Reporter)*



1870—Work on the railroad began on the east side of Rock River. (Photo courtesy Ogle County Republican Reporter)

first tracks were later removed. Hill probably believed the business district would move to the railroad and he would make a profit (however the business district did NOT move!).

It was on April 18, 1871 that the first passenger train arrived on the east side of Rock River, but it was October before the bridge was completed and the first train came to the west side of Rock River.

The first railroad bridge, started in 1870 and completed in 1871, was a covered bridge.



Second railroad bridge built before 1903. (Photo courtesy John Remour)

Before 1903 this one had been torn down and replaced with an open, more substantial structure, which also fell victim to the need of an even sturdier structure.



Current Railroad Bridge (Donna Kennedy photo)

The date the current bridge was constructed is not available to us.

In 1872 the Burlington and Michigan Central Railroad opened a line from Oregon to Forrester but in the 1930s the tracks from Mt. Morris to Forrester were removed—leaving Mt. Morris with only a spur, serviced by a switch engine called “The Dinky.”

The “Dinky” was a small steam engine that was used around the railroad yard and the diesels that followed were still called the “Dinky.”

During the 1870s and early 1880s towns to the west (Stratford, Polo, Milledgeville, etc.) worked hard to assure the tracks would come to them and in 1886 the track

was completed and train service was established by the Burlington Route between Chicago and St. Paul/Minneapolis. (See the map at the beginning of this section.) Passenger travel and freight were on their way!

MERGERS

Throughout the state, there were many small railroad companies in the beginning and some survived for awhile, but then many mergers started taking place. Harold Hay has furnished a brief summary of some of these in our area:

RAILROAD NOTES

by Harold M. Hay

Aurora Branch RR chartered 1849, built September 1850; 12 miles from Aurora to Turner Junction (West Chicago) connecting rights over Galena & Chicago Union RR to Chicago

G&CU RR predecessor of Chicago & North-Western RR renamed **Chicago & Aurora RR** in 1852 after charter revised to accommodate an extension of line to Mendota extension completed in 1853

Central Military Tract RR chartered 1851, started construction in 1852 between Galesburg & Mendota. Construction completed 1854

Peoria & Oquawka RR chartered (date)? 14 miles from Peoria to Edwards Spring completed 1851 to the Mississippi River opposite Burlington, Iowa in 1855 reorganized as the **Peoria & Burlington RR** (date)? consolidated with the CB&Q RR in 1864

Chicago & Aurora RR an 1855 merger of 3 lines Chicago & Aurora RR renamed the **Chicago, Burlington & Quincy RR** CMT RR consolidated into CB&Q RR in 1856

Ogle & Carroll County RR chartered in 1857 by Francis E. Hinckley; 15 miles from Oregon to Rochelle. Completed 1871

Chicago, Rockford & Northern RR constructed by Francis E. Hinckley from Rockford to Flagg Center, to connect with the O&CC RR

Burlington & Michigan Central RR constructed by James Frederick Gay to extend from Rochelle to Aurora, and from Oregon to Forrester; opened in 1872 interchange traffic with the Illinois Central RR at Forrester. Control/merger of O&CC RR (date)? Track from Mount Morris to Forrester removed in 1930's

Chicago, Burlington & Northern RR built 1885-86 to extend track from Oregon to the Illinois-Wisconsin state line. Control/merger of B&MC RR and O&CC RR (date)?

CB&Q RR control/acquisition of CB&N RR (date)?

Burlington Northern RR a 1970 merger of Chicago, Burlington & Quincy; Great Northern; Northern Pacific; and Spokane, Portland & Seattle railroads current railroad radio traffic designates this area as “Chicago and Iowa” division for dispatcher purposes.

References: “Diesels West” by David P. Morgan; “Everywhere West, the Burlington Route” by Patrick C. Dorn; and assorted railroad references.

From the April 1970 monthly publication of the "Northwestern Limited" (a newsletter of the North Western Illinois Chapter Railroad Club of Rockford, IL) we find that . . . "On March 2, 1970 the Great Northern; Northern Pacific; Spokane, Portland and Seattle; Pacific Coast R.R.; and Chicago, Burlington & Quincy merged into the 23,966 mile Burlington Northern System, serving eighteen states and two Canadian provinces. Thus was created the country's largest railroad, with 1,991 diesel units (including RDC's), 121,966 freight cars and 1,230 passenger cars."

At that time, Oregon saw little or no change in their service, but in just a few years passenger service was discontinued as people were more and more often taking to the interstate highways and to the air.

from: "Pink Orchids" by Edith Andrew Burchell
THE ZEPHYR

*Let's take a trip on "The Zephyr,"
Let's take a ride in the breeze.
We'll forget our doubts and troubles,
They'll float away like bubbles
As we glide through the flowers and trees.*

*Come on, all lads and lassies,
Come where they sing love's refrain,
Where they whistle and shout:
"Ride the Burlington Route!"
So let's take a ride on the train.*

ZEPHYR

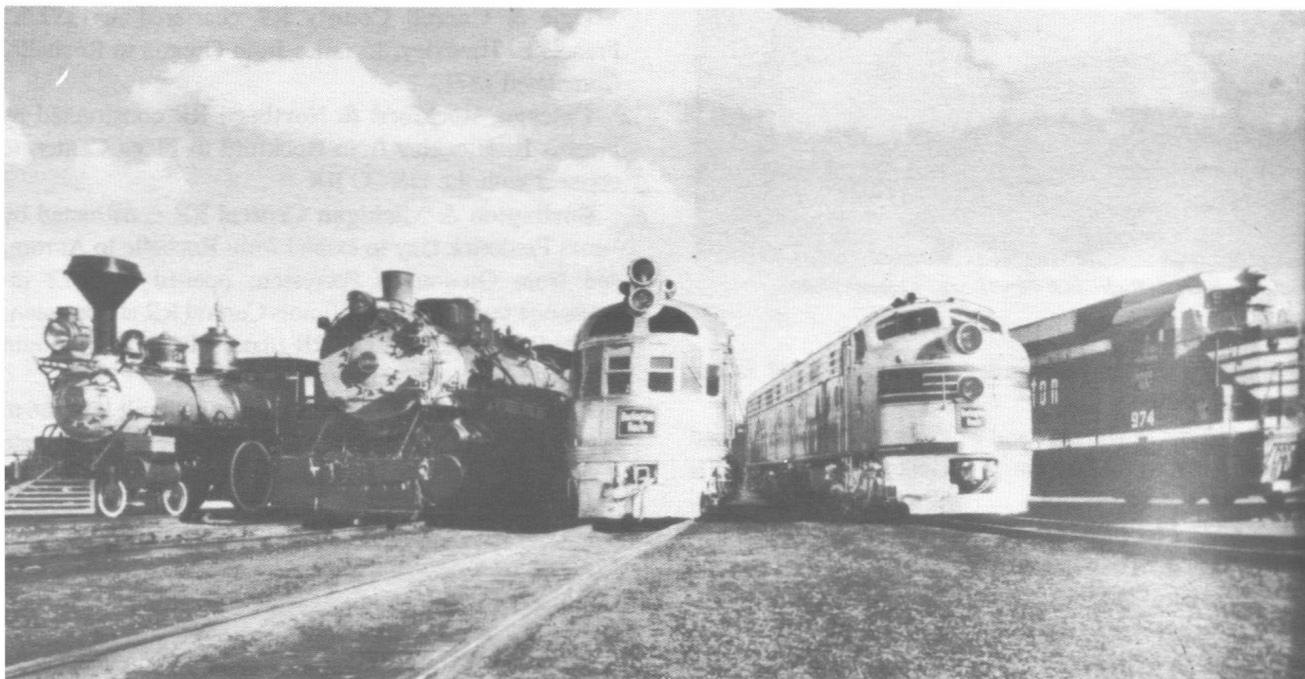
As the years went by, larger and more powerful locomotives were built to meet the demands of industry and the traveler.

All across the USA in 1934-1936 Burlington introduced their new streamlined passenger trains called "The Zephyr."

The "Pioneer Zephyr made a demonstration run from Denver to Chicago at an average speed of 77.6 MPH. Twenty-six years later it ended its active duty and was put on display in the Museum of Science and Industry, Chicago, IL.



Pioneer Zephyr (Courtesy Jon Schwartz)



Left to right: Diamond-stack No. 35, wood and coal-burner used from the 1850s into the 20th century. Mikado-type coal burner No. 1960 built in 1923. Diesel-powered Zephyr locomotive introduced in 1934. E-9 passenger unit built for Zephyrs. Turbo-charged Gp-30, No. 974 built for fast freight, December 1963. (Courtesy of Jon Schwartz)

People on the Twin Cities Route enjoyed the Zephyr for about 40 years. It was only one hour and 26 minutes to Chicago from Oregon.



Watching the Zephyr from "Blackhawk's Pulpit." (Photo courtesy John Remour)

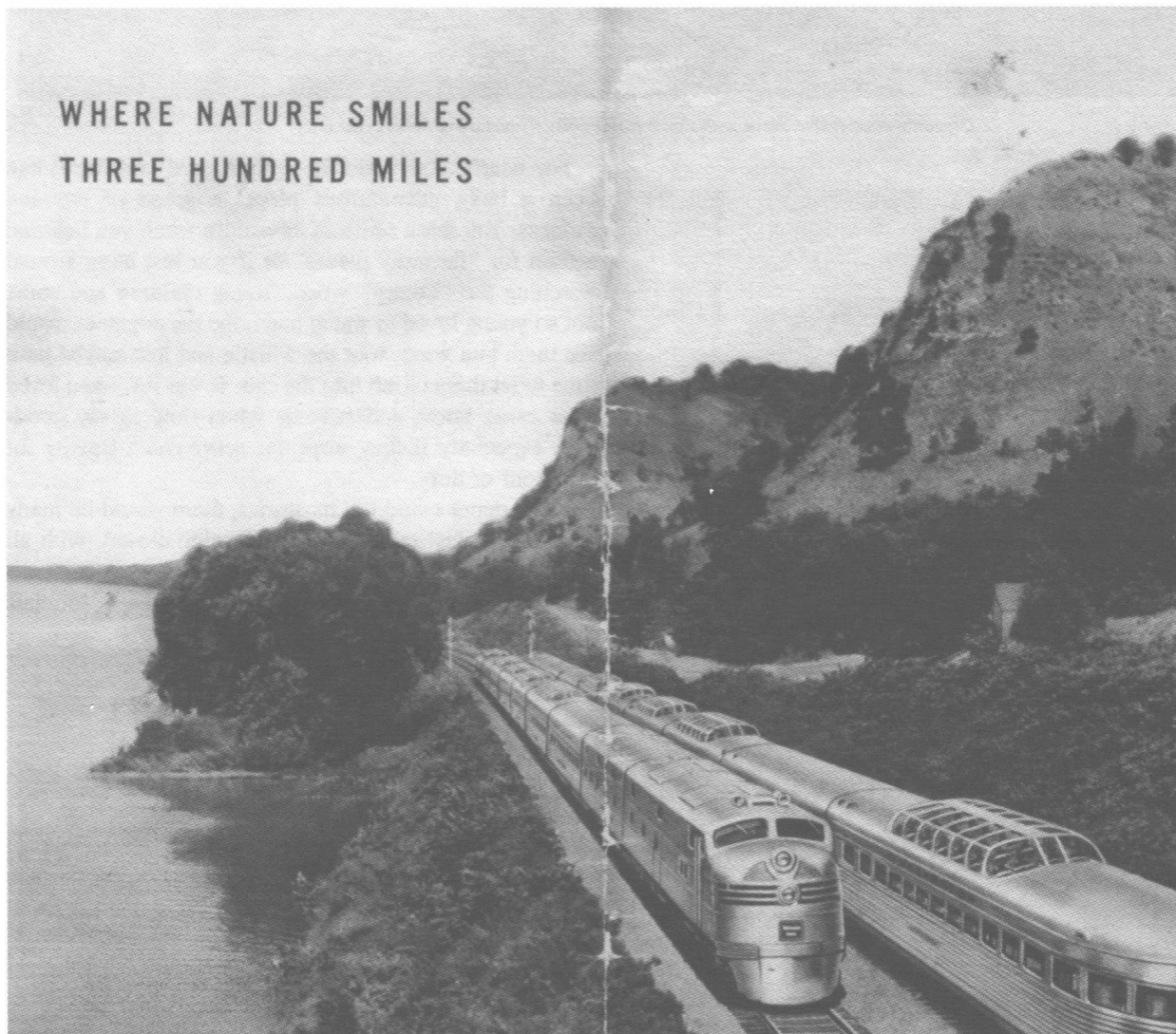
The luxury of train travel came into being in 1947 with the New Burlington Twin Zephyr—the first regular train in America with Vista Domes. These spacious Vista Domes each had 24 deep cushioned seats under non-glare, heat-resistant safety glass. Here one could ride in air conditioned comfort and fully enjoy a panorama of the countryside. There were five Vista Dome cars on each train and these seats were not reserved so that everyone could enjoy them.

DEPOT

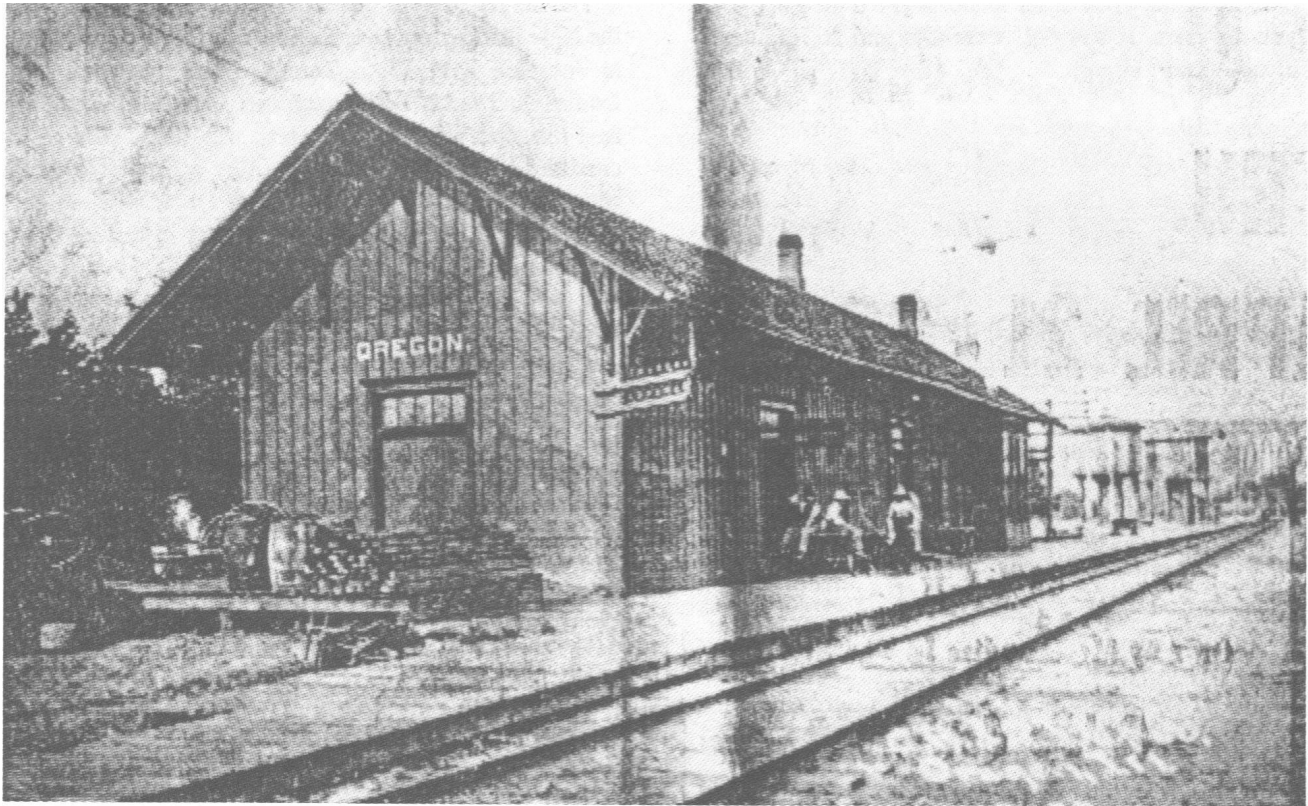
As the completion of the railroad line drew near, carpenters were hired to put up the depots. Minnesota Lumber Company had the contract for the lumber to build them.

Oregon's wood frame depot was badly damaged by fire and our present depot was built in the 1920s, receiving a few "face-lifts" since then.

A small part of the old structure was used for the freight depot, located west of the new depot.



The luxury of train travel (Courtesy Jon Schwartz)



Oregon's wood frame depot with wooden sidewalk. (Courtesy of Robert Hardesty)

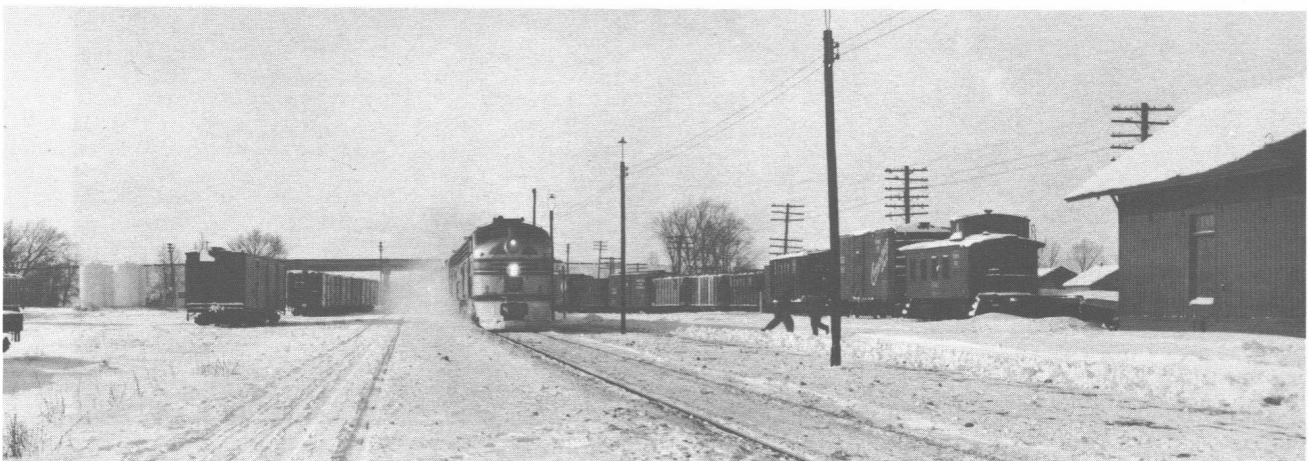


Oregon depot in 1986 (Donna Kennedy photo)

For nearly 100 years the freight yard and depot had been a busy, adventurous place; a scene of joy and sadness. You felt a sense of adventure when you boarded a train for "far away places" or if you just hung around watching the "Dinky" work. Young children and some not so young loved to watch and hope the engineer would see them and wave, toot the whistle and just maybe have time to let them climb into the cab. It was joy when loved ones came home and sadness when time to say good-bye, especially if they were our servicemen leaving for their tour of duty.

If the depot could tell its stories, there would be many . . . and its last tale would be of being closed, with all operations being taken to Rochelle.

In December 1985, Burlington Northern officials



The freight yard, looking west. Note: on the right hand side the freight house which was part of the old depot. (Courtesy E. G. Landers)



As one would expect, there were accidents with the trains and "the Dinky" had its share. (Courtesy John Remour)

announced they would be closing the Oregon facility. The City of Oregon and the Ogle County Historical Society immediately expressed interest in transforming the depot into a museum. But the railroad officials say it sets too close to the tracks and they are concerned about potential liability. The city does not believe it would be feasible to move the depot. As of this writing (Spring 1987) the fate of the depot is in the hands of the Illinois Commerce Commission and we wait to learn if another piece of history is to be demolished or preserved.

BITS 'N PIECES

NEWSPAPER ARTICLE FROM EARLY 1930's: Well Posted on Early History of Oregon

A good friend passed on, when the hand of death beckoned James Chasm from this world. He was a good friend because he was always honest and could be depended upon to do exactly as he agreed.

Possessed of a keen wit and a fund of information gained from eighty years of residence in Oregon, he was an interesting talker. His mind was clear to his last hour, and no man in this day could go back further into the history of Oregon and Ogle County than Mr. Chasm.

He knew and remembered the ups and downs of the people who came and went. He knew their joys and sorrows, he valued their friendship and good will.

For many years he worked at the painting trade, being of the

old school, where it was required to take a color card and mix the paint from lead, oil and coloring. After leaving the painter's trade he worked for several years in the Schiller Piano Co. plant in the staining department.

Mr. Chasm was elected alderman from the first ward in Oregon for several terms and proved a most capable man in that position. Later he was elected constable and made a good official.

Going back to the early days, it was within his memory when Indian bands would come through Oregon and the men would shoot pennies from a stick placed in the road, using bows and arrows.

He helped the surveying crew for the first railroad into Oregon and he and the late Dr. Willis C. Bunker, rode the first train that pulled in over the railroad to the east side of the present new concrete bridge, after that the roadbed was changed to the present location in the south part of the city.

Only a few days before his death he went into details of that early period while visiting with friends. He had read some item concerning a section of Oregon at one time called "Papertown," and explained how that name came about. It appears that after the railroad had built its tracks to the east side of the present bridge a large land owner whose property lay where the railroad now runs, offered the company considerable land if it would build the road there, planning to sell off hundreds of lots from his own holdings. Mr. Chasm stated that this man had gone about the town getting people to sign a paper to buy lots in the south part of the town.

He finally approached Michael Nohe who looked over the list, then cited several names and asked if any of the signers had built there yet. The landowner replied that they had not. Then it was that Mr. Nohe told him, "All you have then is a Papertown." For many years that name stuck to the south part of the city.

Editorial Note:

(Also Dr. Bunker and Grant Stroh were carpenters on the first bridge during construction. Quote by Dr. Bunker.)

—C.W.M.

The telegraph, located in the depot, was the “fast” source of communications. Before the days of radio and television, National election results came in a series of “dots and dashes,” taking at least two days to reach us.

**CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY**

1920



No. 31683

PASS

**—Mr. J. P. Houston,—
Asst. to General Manager,**

ACCOUNT

M. & St. L. R.R.

BETWEEN

—ALL STATIONS—

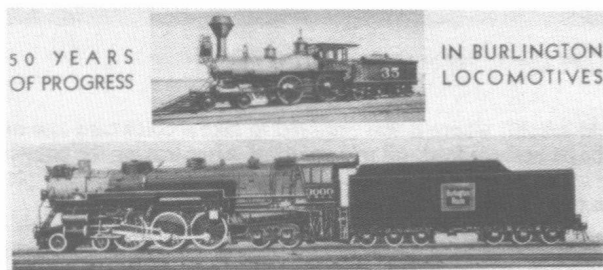
UNTIL **DECEMBER 31ST 1920** UNLESS OTHERWISE ORDERED AND
SUBJECT TO CONDITIONS ON BACK
VALID WHEN COUNTERSIGNED BY **P. TAYLOR OR J. R. KING**

COUNTERSIGNATURE

PRESIDENT

Railroad officials were issued passes to ride the trains. (Courtesy Jon Schwartz)

Progress on the railroad demanded bigger, more powerful locomotives. Here is a comparison.



Side by side on the World's Fair grounds, these Burlington passenger engines illustrate a wonderful evolution in railroad motive power. The little 35 was the Pride of the Prairies in 1882, and rolled up an incredible mileage in its day. It is still in perfect running condition. The 3000 is the most powerful 4-6-4-wheeled type locomotive in the world. It heads the Burlington's crack 6-car exhibition train at the Century of Progress Exposition.

(Courtesy Jon Schwartz)

COMPARISON	No. 35	No. 3000
Length	55 feet	93 feet 2 in.
Weight	142,000 lb.	718,000 lb.
Boiler Diameter	4½ feet	8 feet
Dimension of firebox	2¾ x 6 feet	8 x 11 feet
Diameter of drivers	5½ feet	6½ feet
Length of boiler tubes	2231 feet	4674 feet
Tractive effort	12,880 lb.	59,400 lb.
Water capacity of tank	2750 gals.	15,000 gals.
Coal capacity of tender	7 tons	24 tons

Did you know that at one time there was consideration of an electric railroad through Oregon? It was in 1894 that plans were revealed for a line along Rock River from

Rockford to Sterling. For twenty years, ordinances were written and cancelled when specifications were not met; new ones written and they too were cancelled. For some time hopes stayed high for inter-urbans but in the end better roads and the automobile were seen as the answer.

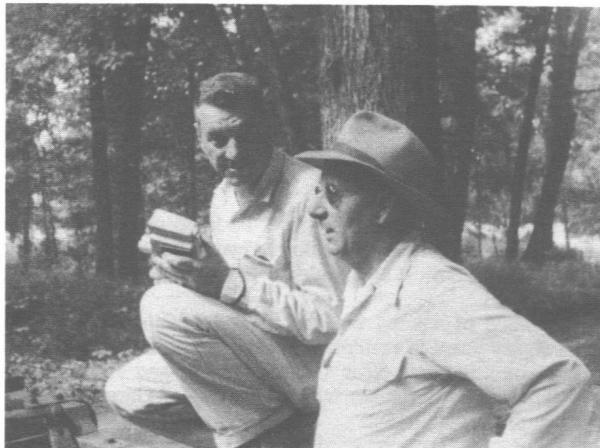
Many excursion trains ran the Burlington route over the years. One was the “Jack Frost” cycle train which brought over 200 people, with their bicycles, to Oregon on October 15, 1939. The group was fed by the Blackhawk Grange at the Coliseum and then they set out on a 20-mile bike ride to Davis Junction where they again boarded the train for the trip back to Chicago.

Another was in the early 1960s when a steam locomotive left Chicago for Savanna, picking up passengers along the way. In Oregon many parents and children boarded. At Savanna we got off and stretched while watching the engine being turned around on the turntable. Once back in Oregon many of us knew we had “felt” a real piece of history with the five-to-six hours spent on the straight back, hard bench seats.

And there was the “Freedom Train”; the “William Crook,” an 1861 engine, and others that went through,



Carl Blume watching over the move (Courtesy Charles Mongan)



Charlie Mongan and George Leary taking movies of work in progress. (Courtesy Charles Mongan)



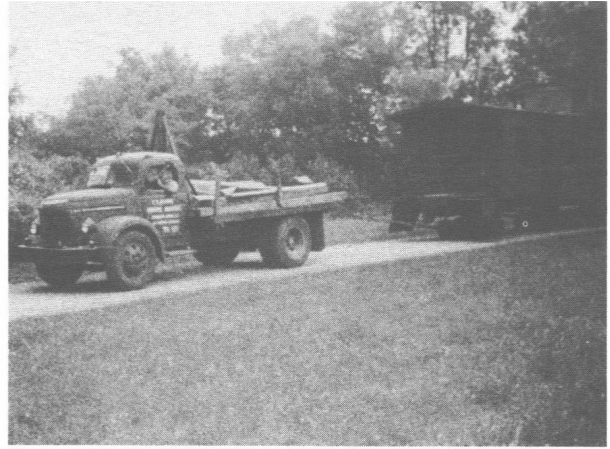
The old 14264 Caboose. (Courtesy Charles Mongan)



Putting wheels back under, prior to moving it. (Courtesy Charles Mongan)



The wheels were hauled on a truck. (Courtesy Charles Mongan)



Rubber tire wheels of World War II cannons were used to move the caboose. Here it is being pulled down the driveway at Sinnissippi Farms. (Courtesy Charles Mongan)

bringing out the spectators and railroad buffs for a glimpse of history passing.

Railroad people had many names for the caboose—the way-car, the dog-house, or the crummy car. The latter because this was where the meals for the crew were prepared.

It was quite a sight to see a caboose going down the highway and many people gathered to watch!

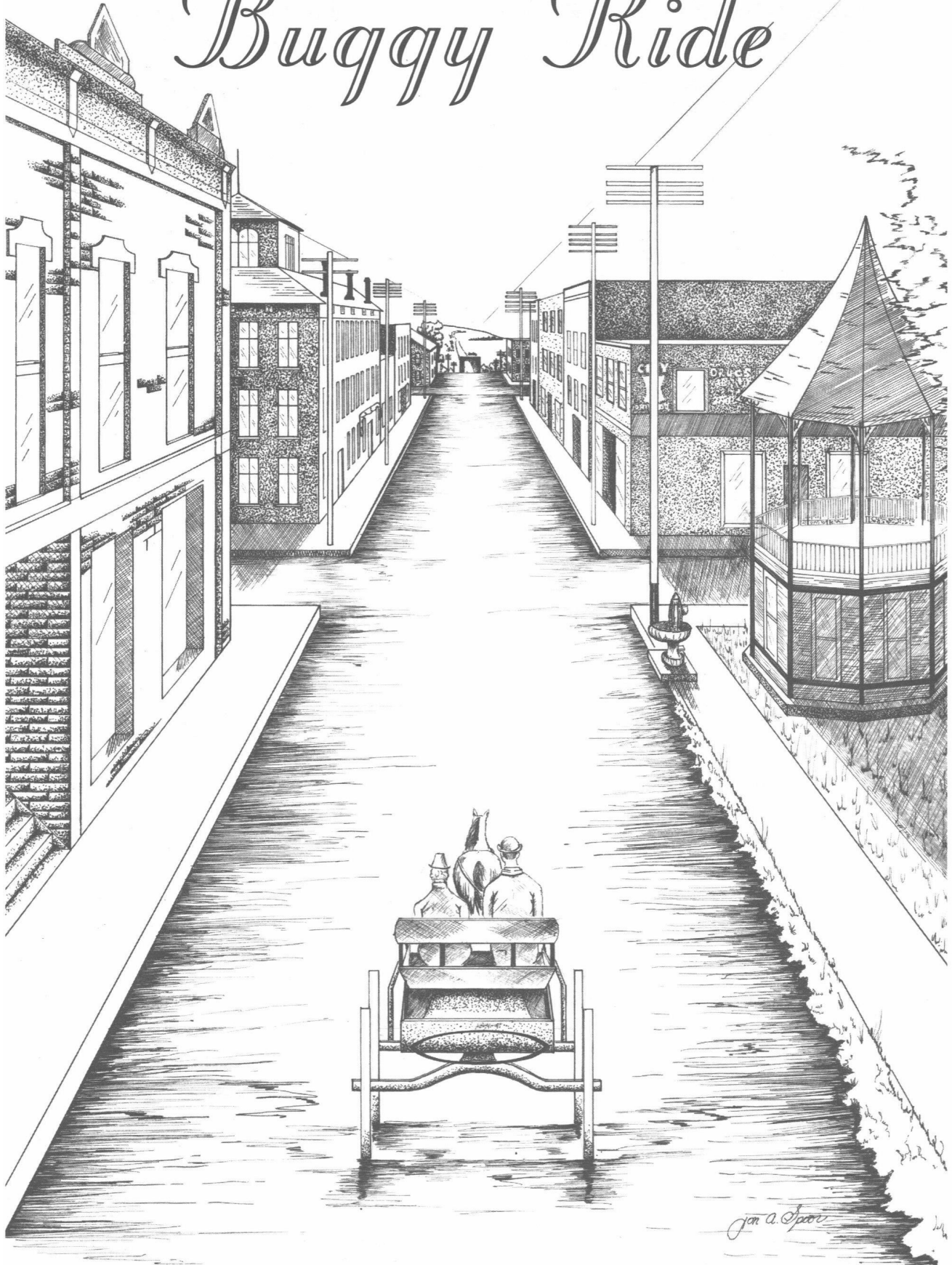
Albert F. Madlener, the late husband of Harriet Lowden Madlener, loved trains, cabooses in particular. In the early 1960s, having the opportunity, he purchased a caboose—the Old 14264—and had it moved to his home at Sinnissippi Forest. The wheels of this caboose had been made in the Pullman car shops in Chicago by Mrs. Madlener's grandfather. The old 14264 sat nestled in the woods, on tracks laid especially for it, for close to twenty years. The family enjoyed gathering in its confines for quite sometime, but after Mr. Madlener's death it sat neglected and the vandals and mice took over.

Don Reed, who had the desire and expertise to restore it, was given the caboose and it was moved back to Oregon to set on the siding at Paragon Foundries. After being restored, the old caboose was taken to Freeport.

For the "Railroad Buffs" the decline in passenger service and the closing of so many depots is a real sadness. The railroad has played a big part in our lives in one manner or another, and "the memories live on"!

(References: assorted newspapers, magazines, books, and people)

Buggy Ride



Washington Street in the late 1890s. Jon Spoor, artist

Anne Jones researched and wrote this section. It was a long and arduous task. She inhaled much old newspaper dust and poured over official city and county record books. Add to that she listened to hours of tapes prepared by Charles Mongan as he reminisced. These tidbits of information have been carefully woven into the fabric of this story. We have purposely tried to keep the story intact; pictures are presented in sections rather than throughout. We have written captions to help you identify locations within the story. So, sit back, relax, put your feet up, and join Anne on a buggy ride through the City of Oregon. The time frame is early 1800's to 1986.

Step carefully there, Ma'am, the boardwalk's just a mite slick with this morning's rain but it looks like a fine day for your ride about town. Yes, the sound of the horse's hooves on the brick street is nice, though we still have dirt streets in the residential part. The new street flusher built by Mr. Etnyre's company sure helps to keep the dust to a minimum between rains.

I'll tell you about Mr. Etnyre as we go along I think we can expect great things from his company before too many years have passed.

(From materials prepared by E. D. Etnyre and Co. and printed in 1976 History of Ogle County.)

E. D. Etnyre and Co., a family-owned and operated corporation in Oregon, was founded in 1895 by Edward Daniel Etnyre, father of five members of the present Board of Directors of Etnyres, including R. D. Etnyre, Chairman of the Board, and H. H. Etnyre, President of the company.

The business was originally started to manufacture automatic hog-waterers developed on the Etnyre farm just west of Oregon. The original factory was what was then known as the old battery factory now known as TRIM. About a year later the operation was moved to a building located on the Rock River bank behind what is now the Culligan Soft-Water plant.

By 1900 Etnyre's had expanded into the manufacture of a Thresher Tank to supply water and fuel for steam-operated threshing machines and a water-sprinkler wagon for dusty roads and streets. Many of the early tanks were made of wood or a combination of wood and steel.

Early in 1900 William Whitney joined the company with an idea for locking a nut on a bolt and a hand punch to punch holes in steel. The American Lock Nut Company was organized. It did not remain in operation long, and Mr. Whitney moved to Rockford where there are still companies that bear his name.

At first Channon and Co. of Chicago was the supply house that sold the hog-waterers and Thresher Tanks produced by Etnyre. With the development of the water sprinkler and road oiler, Etnyre organized his own dealer and sales force to handle and sell the Etnyre products.

In 1906 Etnyre erected what became the original north-south wing of the present city plant of the company. The second wing was added in 1908, and additional building was done on the structure in 1945.

In 1906 Etnyre also built two "Horseless Carriages." The automotive industry was brand new and many companies turned out a few cars before giving up the venture.

Early in the 1910's the company again turned out an automobile, a touring car with pneumatic tires and a large motor and body. About twelve of these were made before the car manufacturing venture ended.

From the Oregon Republican-Reporter story regarding 80th Birthday of E. D. Etnyre and Co.

As it became apparent that the Company had to expand and branch out, Edward D. Etnyre's two oldest sons, George M. and Robert D., joined him in the Company. They further developed the Bituminous Distributor and a Street Flusher and about 1915 powered them with separate engines to drive the pump while making them suitable for mounting on solid tire trucks, such as the "Bull Dog," Mach and others.

During World War I, the Company manufactured a large number of horse-drawn and truck mounted sprinkling wagons and Road Oilers for the Army. After the war, three other Etnyres Sons joined the Company, Horace H., Lee Edward and Edward A.

From the 1920's on the Bituminous Distributor and Street Flusher became the main products of the company. While the decade of the twenties and thirties were difficult ones, the company did maintain a slow growth while further developing the Distributor and Flusher improving and marketing the products on a world-wide basis and today remain the oldest and largest manufacturer of these two products.

During the second World War, as during the first, the Company provided needed equipment for the military. With almost 100% emphasis on the manufacture of Asphalt Distributors for the Army, Navy and Air Force. The Company was awarded an Army-Navy "E" Award in 1945, a real honor both to the company and for its employees.

Following the end of World War II, the demand for road construction equipment became greater. The Company kept very busy providing road equipment and road maintenance equipment for the Military, Contractors and Municipalities requiring it. The Plant was expanded, and a sales, parts and service office and shop branch was established in the Boston, Mass. area, which is still the company headquarters in the New England area.

During the late '40s the company continued to improve its Asphalt Distributor, developing a larger and lighter unit with controls that allowed operation of the machines by driver in the cab of the truck. At the same time, large, light-weight Transport Tanks for over-the-highway hauling of the hot liquid products were developed. The develop-

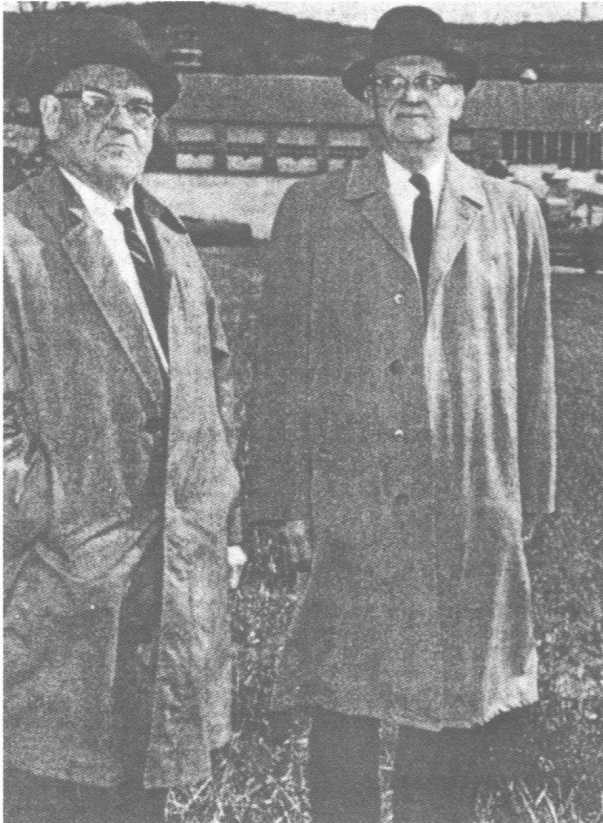
ment of these tanks necessitated additional plant capacity and more personnel. In 1956, a modern tank fabrication plant was put into operation on the Daysville Road East of Oregon with additional construction of a second production facility in 1963. A third factory with more than 60,000 square feet production area was built in 1975.

In 1962, the company developed a Hydrostatic-Distributor which permitted very precise liquid applications because the pump speed was co-ordinated with ground speed for perfect accurate application. The same year a self-propelled Chip Spreader was developed which can spread faster and more accurately the aggregate chips on the road surface.

These two innovations were the greatest improvement in surface treatment equipment in many years and today are widely used in the United States, Canada and throughout the free world.

Several important changes in organization and operation methods were made in the 1960's to permit expansion of domestic and foreign marketing efforts, necessitated by increasing demands for the products and services of the company.

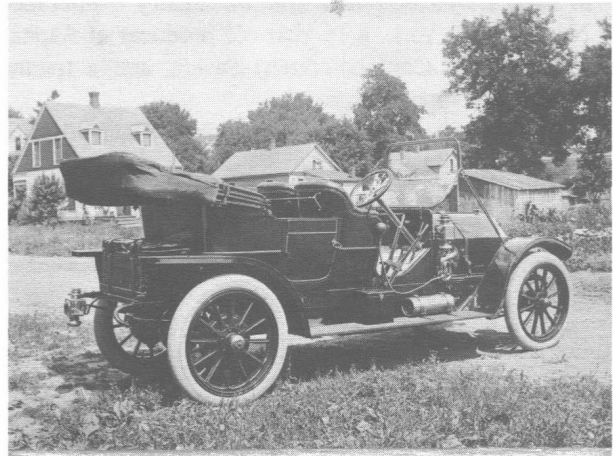
In 1965 Etnyre acquired the Wylie Manufacturing Company of Oklahoma City, marking the entry of Etnyre into the "hot-mix Asphalt Plant" field of road construction and asphalt maintenance equipment. Among the



Representing over 100 years of experience between them, Robert D. and Horace (Ole) Etnyre pose in front of one of the newest Etnyre facilities on the Daysville Road. Robert joined the company in 1912 and Ole joined the firm in 1921. E.D. Etnyre and Co., the oldest industry in Oregon, was founded in 1898.



1906 Etnyre Gas Buggy—built by E.D. Etnyre & Co., Oregon, Illinois. Three were manufactured. Owned by W. D. Shetter, 511 South Sixth Street, Oregon, Illinois. (Photo courtesy of Warren Shetter)



The Etnyre Automobile—Manufactured 1906 through 1909. Quantity: 9; Motor: 4 cylinder, 50 hp, 51 inch stroke, 5" bore; Tires: 36 x 4 1/2, Weight: 3200 pounds (approximate). (Photo courtesy of Warren D. Shetter)



Horse-drawn sprinkler parked on the north side of the Etnyre plant located on First Street and Jefferson Street. (Photo on postcard courtesy of Charles Mongan)



The office entrance of Etnyre Co. on southeast corner of Second and Jefferson streets. (Photo by Donna Kennedy)

products being manufactured by the Wylie division of Etnyre are hot-mix plants, hot "patch mix" machines.

In 1968 Etnyre acquired Trac Machinery Corporation of Nunda, New York, a 15-year old producer of Asphalt Pavers, Asphalt Contour (ditch) Pavers, and a tractor-mounted shoe type Compactor.

In 1977 Etnyre acquired The Asphalt Plant, division

of Alliance Industries in Alliance, Ohio, a manufacture of Drum Mix Asphalt Plants known as the Etnyre Drum Mix System, used to manufacture asphalt mixer for paving streets, highways, airports, parking lots etc.

The current line of products includes: Bituminous Distributors, Street Flushers, Self-propelled Chip Spreaders, Maintenance Distributors, Asphalt Curb Pavers, Sprinklers, Bituminous Transport Tanks, Bituminous Pump-Transfer Units, Pave-R-Shavers, Asphalt Pavers, Asphalt "Ditch" Pavers, Trailer Mounted heaters, Asphalt "Hot Mix" Plants, Asphalt "Patch Mix" Maintenance Plants, Asphalt Heaters, Etnyre Drum Mix Systems in capacities of 60 to 300 tons per hour.

Presently the oldest company in Oregon. E. D. Etnyre and Company is proud of the people in its organization who have worked together to make its products and services known throughout the world.

Editorial note: no information was provided regarding present officers, equipment, or future plans.

You're staying at one of our finer hotels, the Spoor has been around a long time and is run by some fine people. There used to be a livery next door and that's the new Lutheran Church on the corner.

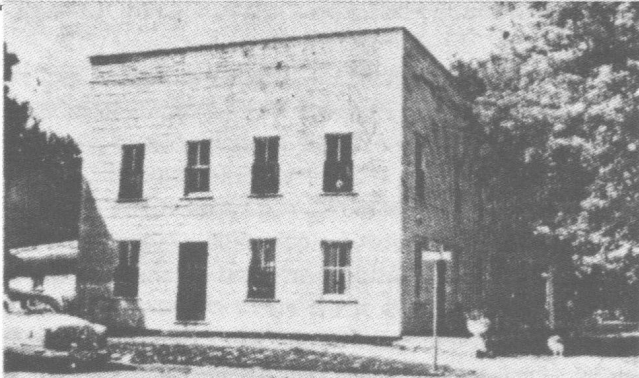


This was taken from the top of the Court House looking Northwest. It shows the Hotel Spoor, its livery barn and surrounding houses. The house in the middle of the picture was the home of Francis Burchell's father. The next house south belonged to the Burchells too. Picture courtesy of Jon Spoor



The Harry Spoor Livery Barn was south of the Spoor Hotel owned by Austin and Anna Spoor. Before the Spoor family purchased the Hotel it was called The American House, owned and operated by Mr. and Mrs. Walter Carrey. Photo from Jon Spoor

Spoor Hotel To Be Moved For Station



An old landmark in Oregon is to be taken away from the prominent corner it has been on for so long. That is the Spoor hotel which in its day boasted of serving many well known people. It will be moved over to the south and some of it torn down. They say this is a progressive age, perhaps so, so the old hotel moves over and an oil company will use the site.—Republican-Reporter Photo.



This stands on the corner of Fifth and Washington which was the location of the Spoor Hotel. The hotel was torn down to make way for Earl Martz Service Station. It then housed a carpet shop and is now the "Professor Scoop's." (Photo by Donna Kennedy)

All that is Left of the Spoor Hotel



Photo taken Monday of this week shows the remains of the Spoor Hotel which stood on a prominent corner in Oregon for over a hundred years. A Rockford wrecking concern has torn down the stone walls and all that remains is the rubble.—Republican-Reporter Photo.

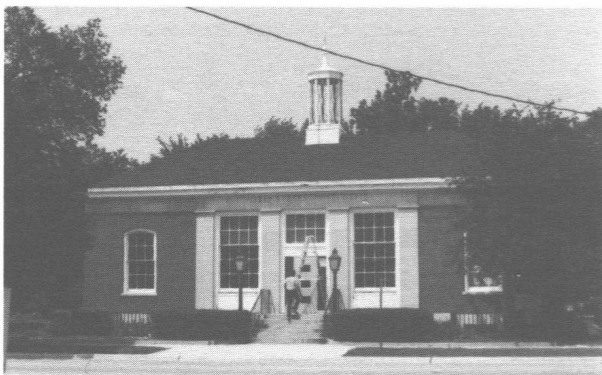


504 Washington Street Zeigler's Garage. Frank Zeigler, first owner; now Isham's Body Shop. (Photo by Donna Kennedy)



On this same site in the long ago stood two frame dwellings, one at the corner, the smaller of the two, was rented as a residence and the other was the home of Jonas Seyster. Near where the Seyster home was located, once stood the first school in Oregon. Both buildings were burned in a huge celebration on the night of Nov. 11, 1918, when the townspeople celebrated the end of the World War and the signing of Armistice. Please note the old picture which was loaned us by Merritt Reed, shows dirt streets with one of those much cussed and discussed "cement silos" at the intersection near the Spoor Hotel. These old style "collar buttons" erected so the automobiles of that day would be sure to see them and make the right kind of a turn were more or less of a nightmare to drivers and oftentimes they were uprooted and broken in crashes. Across from the post office site, then stood a row of hitching posts. Along the east side of the site stands one of those modern "buzz-wagons" of the earlier days of automobile manufacture. It was sort of an open-air affair, and probably when tightly pressed could make its two cylinders to a top speed of twenty miles per hour.

The older picture was taken, possibly around 1912 when life was sweeter and things didn't move as swiftly as they do now days. It was at a period when the evolution from horse and buggy days to motor driven vehicles was well under way, and when the more forward ones would risk a drive of a mile or so in a car, while the more backward stuck to their horses and buggies, red flannels and homemade bread. (Article courtesy Richard Head)



500 Washington Street
Oregon Post Office, corner of 5th and Washington St. (Photo by Donna Kennedy)

Those two run-down houses on the corner across the street are being talked about being replaced by the new Post Office. That could be some time coming though, the government works pretty slow around these parts! But not to worry, Ma'am, we have pretty fair mail service now with daily delivery and the post office is located downtown.

(From History of Ogle County—1986)

List of those who had served Oregon as postmaster since Mr. Moss, and the year their service began: William Pickett, Henry Roberts, Richard Chaney, Philip R. Bennet, Jr., Edward F. Dutcher, Samuel A. Irvin, Philip R. Bennet, Levi K. Hawthorn, Edmund P. Sexton, William J. Mix, Frank H. Marsh, John Sharp, Benjamin F. Sheets, Charles T. Marsh, Thomas A. Jewett, Ephraim A. Ray, Thomas A. Jewett (who apparently served twice), John T. Gantz, Charles Walkup, Harlan Kauffman, Mrs. Myra B. Cox, and Henry Cottlow. (Note: since that time S. Jay Thomas and the present Postmaster, Robert Wright, have served in that capacity.)

"I sincerely hope that no one present has gained the opinion from my remarks that the salary of your present genial postmaster is but \$6.00 per year. It has increased considerably since the time of Mr. Moss and is now \$2,600 per annum. While Mr. Moss did all the work of the office, today the annual payroll for the number necessary to perform the work is approximately \$16,581.

"However, in comparing salaries we must also compare earnings. When the office was first established the total receipts were approximately \$12.00 per year. With the growth of the community, they steadily increased until in 1910 they were \$8,576. Then years later in 1920 they had increased to \$10,525. In 1930 they were \$14,579 and for the fiscal year 1939 they were \$19,079.

"There is no finer barometer to business and progress than the postal receipts of a community. They not only reflect credit on the business men and officials, but show the degree of progress of the entire citizenry. Each and every one of you in this fine city has a right to be proud of the showing made and I congratulate you."

Mr. Ellis concluded his talk with a resume of the early history of Oregon compiled from the Ogle County history. In his talk he also gave a full description of the new building which he was dedicating, the post office building at the corner of Fifth and Washington streets.

The Knodles will do a fine job on your laundry and Charley Reichenbach has the finest music store in the area.

Charley Reichenbach's quite a character and I'll tell you a story about him if you keep in mind now this is just a story. . . . Seems Charley bought himself a car, a Ford, one of the first in Oregon. But when the car refused to stop when Charley hollered "Whoa!" he left the car where it stood, walked home and got his horse and buggy. After that, he used his horse and wagon to deliver a piano, even if it took him all day to get a piano to Mt.



400 block Washington Street

Left to right: The Oregon Steam Laundry, Reichenbach (Charley) Sewing machines and music. The Reporter Office, American Railway

Express, The Oregon State Savings Bank, The Unity Building, the Jacobs Building 400-402-404 Washington Street.

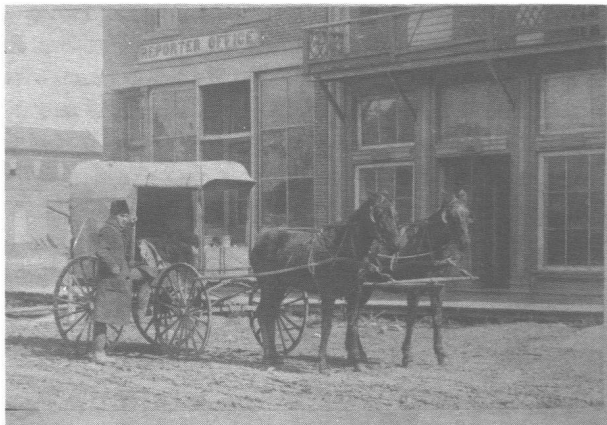


Picture of part of 400 block and the 300 block of Washington Street, from Washington and 5th Street.



400 Washington Street, known as the Jacobs Block

In 1910 Halls Barber Shop was in the basement. This building was built in the late 1880s. The first floor was Best Clothes, then it was H. W. Snyder Clothing, and later National Clothing. (Photo by Donna Kennedy)



412-414 Washington Street

This picture is a good view of the "Reporter" shop which is behind the delivery wagon and the Farrell Funeral Parlor which was located above the store with the balcony.

Morris! Guess the world was moving too fast for Charley and he had his own way of slowing things down. Mrs. Reichenbach gives piano lessons at the house if you're so inclined. She charges 35¢ an hour and she's a fine musician.

The Ogle County Local will keep you up on all the news; Mr. Bemis is the publisher. Dan Farrell's furniture is next door, the one with the awning down. Dan's also the town undertaker and hear tell he's planning to move over to Franklin Street soon.

That's the Express Office next door and the Ogle County Abstract office. The gentleman out sweeping the



*Jacobs Block, 400 Washington Street
Taken from the southeast corner of Washington and 4th St.*

sidewalk is Mr. Sheets; he owns the hardware store and Mr. Snyder is the gentleman standing on the corner in front of his clothing store.

What do we do for entertainment? Well, ma'am, we have a couple movie theatres here. They not only show films but have live shows as well. We have the Lyons Theatre here on the corner of Third and Washington Streets and another on Fourth Street.

Oregon also has its share of billiard parlors, if your gentleman friend has a mind to play. There's always someone looking for a good game of "eight ball." We're a wet town now, depends on who wins the elections as to whether we are "wet" or "dry," but it adds a little character to the town and keeps people guessin'. . . speaking of characters, that's Dutch Ellis over there on the courthouse lawn. Lives with his mother and brother and he shines shoes to make a living, being handicapped and with his speech impediment, he's doing a good job taking care of himself. He also cleans the Jack Lyons saloon, when the town is "wet."

That job got him into a little jam between the "wets" and the "drys." He got subpoenaed by an attorney representing the "dry" for testimony regarding the sale of alcohol on Sunday. The "wets" attorney told him to say "I don't know" in response to the opposing attorney's questions.

Dutch did exactly that, answering "I dunno" to each and every question put to him, much to the frustration of the attorney! Upon leaving the courthouse, the judge remarked to Dutch, "You don't know too much." To which Dutch replied, "I dunno!"

Dutch was appointed tax collector as at that time, the collector was given a percentage of tax collected and the town felt this was good for Dutch to add to his income.

Dutch, being such a big man, uses a piano stool to sit on while shining shoes and in cold weather moves his shoeshine stand to the pool house on Fourth Street and works near the glass counter. On the glass counter is a peanut machine that has seen a lot of wear and tear over the years and the lever's a little loose, but for a penny(!) you get a handful of peanuts, most of the time. So happened a stranger stopped to refresh himself at the tavern and on his way out the door, put a penny in the machine but only got three peanuts and he complained to the bartender in a very loud voice. Dutch, in his own quiet way, told the stranger, "Don't bitch, some only dit one!"

"Morning, Mrs. Garnhart." Nice lady, has the millinery shop down the street. Eh? Surprised to see a black man in town? We have three black men in town. Mr. Goings there has the livery next to the Sinnissippi Hotel. Worked his way North and earned his freedom and built

himself quite a business as a liveryman and drayman, taking freight all the way to Rockford. We also have two black barbers on this street in the basement under the clothing store. He and his brother operate the shop.



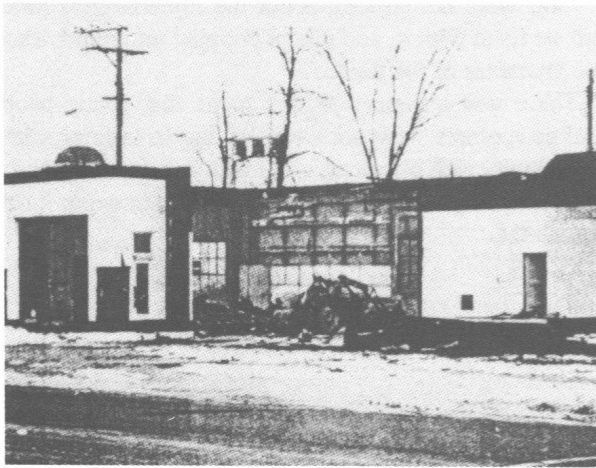
418-420 Washington Street

On corner: Bill Starnes Gas Station, one of the first in Oregon; then Frances Wilde Standard Station; then Roger and Warren's Standard Station; then United Bank of Ogle County Drive-in Bank (Rock River Bank). (Photo by Donna Kennedy)



416 Washington Street

Reichenbach Music Store; then Lippert Tailor Shop; then Jenken's Cleaners; then Corcoran's Cleaners. (Photo by Donna Kennedy)

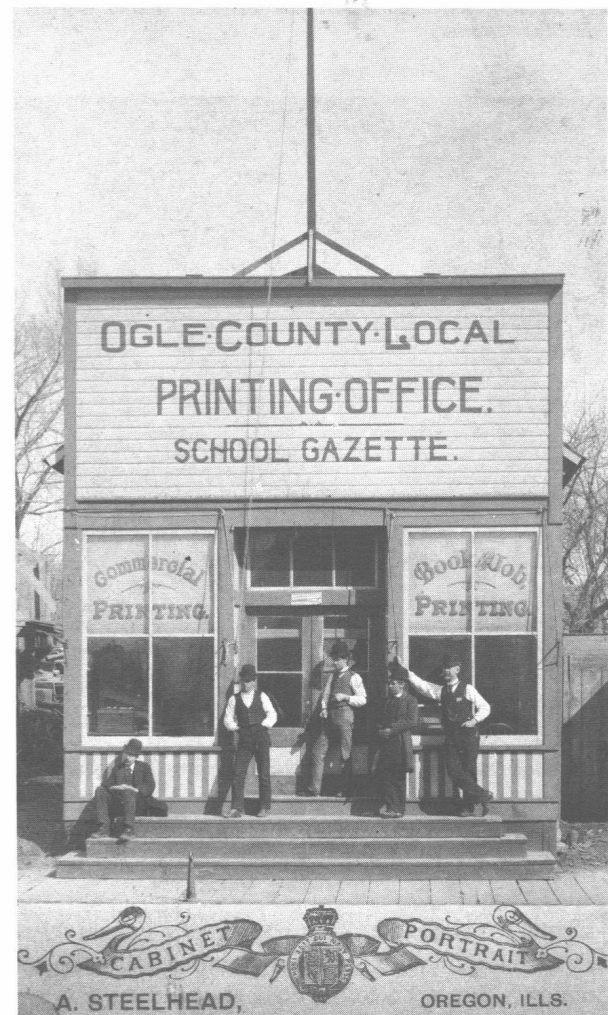


The old Standard Station located on the corner of Washington and Fifth Street is coming down to make room for a drive-in window service for the Ogle County National Bank. The building east of the station was also razed for the project. (Photo courtesy of Charles Mongan)

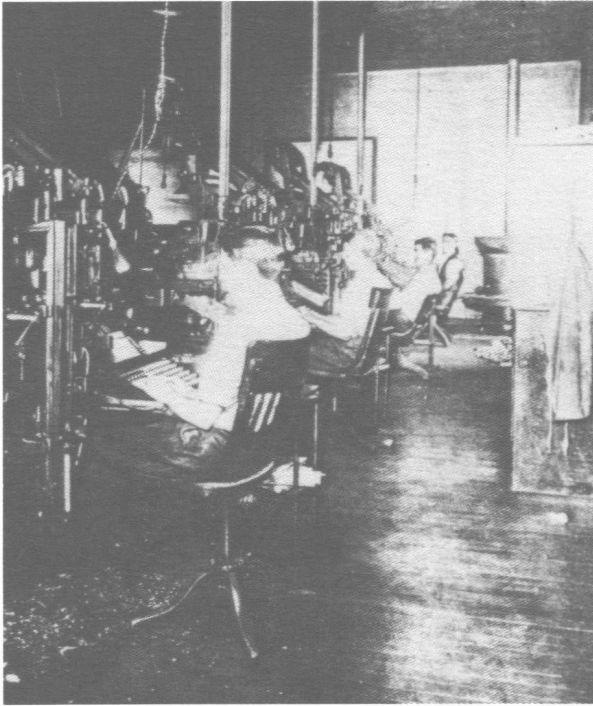


Corner of Fifth & Washington

Roger and Warren's Standard Service Station was established in 1955 as Roger's Standard by Roger Brunner. The name was changed to Roger and Warren's in 1965, when Warren Reinke became Brunner's partner. Present site of Rock River Bank Drive-in.



April 2, 1892 Washington Street (possibly where Ganymede is now). Pictured: Ed Conner, Dan Siebert, E. L. Reed, unknown, S. G. Maxon. Picture from E. G. Landers file



Interior of print shop. Messrs. Griggs, Parke, Little & Hart. October 1911. Modern Woodman Publication Building. (Photo courtesy of Republican Reporter)



This is the inside of the Reporter Office on West Washington Street in the middle of the block between Fourth and Fifth street.

GANYMEDE RESTAURANT *By Harold & Lois Beaty*

From a bus boy in the cafeteria at Bradley University and a cook's helper in a Peoria, Illinois cafeteria to being the manager of an A&P grocery in Peru, Indiana is hardly the experience recommended to purchase a restaurant in a small town.

Coming to Oregon at the invitation of a mutual friend, Harold and Lois Beaty sat in front of John Hayden's Clothing Store and counted customers from 11:00 a.m. to 1:00 p.m. going into the Thomas restaurant and decided to make an offer for the business. Truly a "sink or swim" venture.

Their offer to purchase was accepted and with only the experience of busboy and cook's helper, Harold, Lois and their two sons, John and Dave, settled in Oregon.

The restaurant was one room with a horseshoe counter and twenty-two stools. Nothing in the room suggested a theme or a name for the new business, as the two previous owners, "Gloomy" Johnson and Ralph and Tina Thomas, had named the restaurant using their surnames.

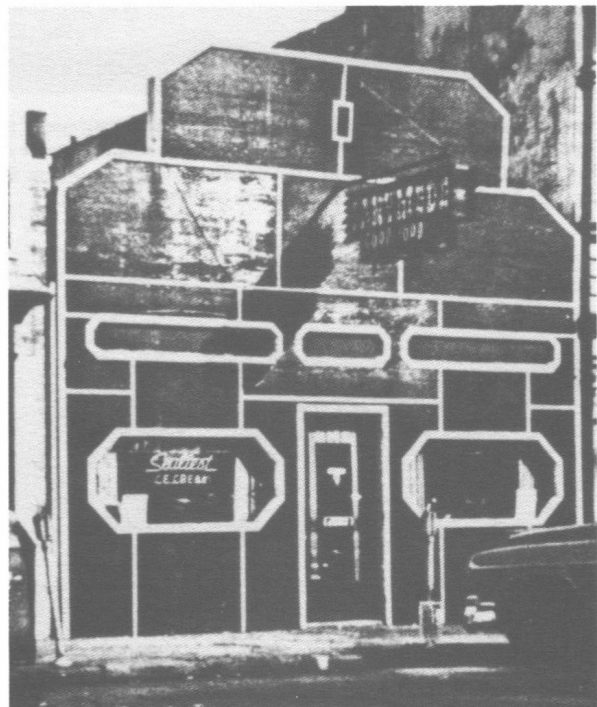
"Beaty's Beanery," a suggestion by a patron, was not exactly the name Harold was looking for, so he decided to have a contest to name his new restaurant and offered a \$25 prize.

The choices had been narrowed to three, none being exactly what the Beatys felt was "just right." Miss Ruby Nash, local teacher and historian, suggested Ganymede, quoting from Greek mythology, the story of a Trojan youth who attracted the notice of Jupiter who sent his eagle to kidnap the youth to become cupbearer to the gods.

Harold recalls, "I said to Lois, 'We've got to make a decision. What do you think?'"

"We were not so sure about the mythological name, but we lived with it, and it kept popping into mind. That's the character of the name."

There was a history to that name that young people and newcomers were not aware of, but in keeping with a community rich in culture and history and most proud of its setting; "Ganymede" was chosen as the name for the restaurant.

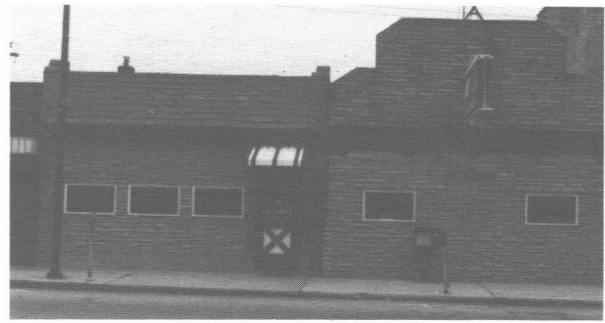


This is the Ganymede Restaurant before it was remodeled and enlarged by expanding west into what was Gerald Garard's Law Office (lefthand side of picture). (Photo courtesy Harold and Lois Beaty)

Miss Nash had also acquired a painting by Ruth Gilbert of Ganymede Spring and sold the painting to the Beatys to hang in the dining room. She made a collage explaining the history of the name Ganymede, written in her own neat hand, emphasized with sharp gold foil.

Ganymede has been remodeled four times in the 25 years Harold and Lois operated the business, each remodeling adding a new aspect to the business. The dinner dining room in the basement was named the "Eagle's Nest Room" and features a mural painted by local Eagle's Nest Art Group, of the area around Ganymede Spring.

Retired now from the restaurant, Harold and Lois enjoy the quiet life, having made a "sink or swim" venture successful and an asset to the community, noting that even after almost ten years away from the hustle and bustle, they miss the contact with the public.



Building on left (412 Washington): was built by Otto Garard, the father of Gerald Garard, for Garards Law Office; then it was Garard & Moore Attorneys. Building on right (410 Washington): Once housed the American Express Office—Mr. McConkey, Agent; then John Hayden's Clothing Store; then it was "Gloomy" Johnson's Restaurant; followed by Ralph and Tina Thomas Cafe; then sold to Harold and Lois Beaty, who named the cafe "Ganymede" and expanded into the law office section; it was later sold to Richard Hays. (Photo by Donna Kennedy)



410 Washington Street

Oregon State Savings Bank—Charles Gale, owner. (Charles Mongan memory: I believe the lady is Ada [Gale] Putman.) (Photo courtesy Charles Mongan)



410 WASHINGTON STREET
 First floor was the Oregon State Saving Bank; then Charles Reed Jewelry Store; then Molly Abbott's Jewelry Store; the Fred Mongan Jewelry Store; then Brantley Jeweler; the Homer Seelover Insurance & Real Estate; then Venus Vaughn Insurance; then Century 21 Real Estate. Second floor housed Horace Sheets Medical; then Rex Walters Collections. (Photo by Donna Kennedy)



404-406 WASHINGTON STREET
 Upstairs: Odd Fellows Lodge, also used as a hall for dances and dance lessons; now for storage. First floor: B. F. Sheets Hardware; then Murdock's Grocery; then Hornsby's 5 & 10; then Index Notions; then Garard Hardware; then Hough True Value Hardware. (Photo by Donna Kennedy)

On March 1, 1896, the National Clothing House was founded by the late Herman Lebwick, coming to Oregon at the age of twenty-two from Dixon where he operated a clothing store with his two brothers.

He married Jessie Hettiger, whose father and brother operated a tailor shop in Oregon. Jessie joined her husband in the business and their son, Gene D. Lebwick, Sr. joined his father in the business after his graduation in 1922 from the University of Illinois.

Herman passed away in 1931 and Jessie and her son operated the business until Gene Lebwick, Jr. joined the business in 1953.

Among the long-time associates of the National Clothing Store is "Bud" Eakle who worked for the store since 1946 and now is operating a men's clothing store called Eakle's Emporium in Conover Square Mall.



408 WASHINGTON STREET
 Dr. Bemis D.D.S. was located upstairs; then Dr. Conova D.D.S. was upstairs. The first floor housed the Post Office; then Michaels Bakery; then Hayden's Men's Clothing; then Ackersons Shoes; then Massey Barber Shop. Located in the basement was Pete Wright's Barber Shop, also a card room with pool tables. (Photo by Donna Kennedy)



400-402 WASHINGTON STREET
 Left half of building (402): Rumery and Farrell Grocery; then Gilbert Hardware; then National Clothing after it expanded; then Don Manzullo Attorney. Right half of building (400): Upstairs—Seyster and Fearer; then Fearer and Nye; Hettiger Tailor Shop was in the basement; First floor—National Clothing; then Collins Gallery. (Photo by Donna Kennedy)