

CHERRY VALLEY HISTORICAL SOCIETY
WINTER 2005

Pee Wee Hollembeak was playing basketball on November 16. After time out, when he got up to continue, he blacked out. His heart had stopped. They implanted a pacemaker and a defibrillator in the hospital where he spent a week. He also developed pneumonia. He is doing much better but will have two stints implanted on December 14. We are all very thankful that he has pulled through his ordeal. He said "I guess I had better retire from playing basketball." Please keep him in your prayers.

Some of the gals have sorted the recipes and have found that we need more of everything, especially the vegetable dishes. We will let you know when our book is ready for purchasing. Many thanks to all who have donated their recipes.

These former Cherry Valley residents have died since the last newsletter:

George Thompson (79) October 10

Steve J. Carter (73) October 18---He operated C. V. Sand & Gravel. This was a ten year project completed in 1989, leaving the lake in Baumann Park.

Gladys H. Diehl (82) November 2---C. V. homemaker since 1956

Harold John Berg (86) November 15

On October 2 several of our members visited the John Deere Historic Site for our fall trip. This is in Grand Detour, IL, south of Oregon. As you many know, John Deere was the inventor of the steel plow (1843). We enjoyed viewing the archaeological site, John Deere's home, the visitors' center, and the very informative talk by the blacksmith in his shop. We lunched at the Sunrise Restaurant in Byron.

On Sunday, December 4 we had an election of officers. Our new officers are Pee Wee Hollembeak (president), Lyle Wilt (vice-president), Delores Moore (secretary), and yours truly (treasurer). The \$10 dues for 2006 is due in January.

Railroads: The impact of the coming of the railroad was felt for miles around. Towns along the right of way flourished—towns away from the railroad died. On March 10, 1852, amid cannon and the ringing of church bells, the Pioneer proudly steamed into Cherry Valley. For that summer, Cherry Valley was the end of the line. Stage coach connections were made there to continue travel west. No provision to turn the locomotive was made, so on return trips to Chicago, the locomotive ran in reverse. On August 20, 1852, the completion of the railroad bridge was an event for more celebration.

August, 1930 was probably the busiest month of railroading ever through Cherry Valley. Possibly some of us will remember the day the line was thoroughly saturated with troop trains handling the Illinois National Guard on their annual maneuvers to Camp Grant. There were 85-90 train orders issued that day, so traffic must have been like continuous trains in every direction. Railroad information was taken from Our Memories Are Warm book.

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