

## DANEVILLE HERITAGE ASSOCIATION



Daneville Heritage Association

Calendar: Museum, closed until April. Decision pending. May be viewed by appointment (Unheated) Bagging It:

A few weeks ago, DHA News recommended that special ARCHIVAL QUALITY bags and other storage containers be used for preservation of heirloom and historical items.

The thought has since occurred that when some one starts to sort in an attic, a trunk, a garage, or other storeplace, such archival containers may not be available. For temporary storage and preservation, plastic bags from the grocery store can give excellent physical protection until archival quality storage can be obtained. A few months at most.

Likely, photo studios would have such available. Other sources might also. LOOK.

And, this writer usually has catalogs for such along when hosting the museum. Stop and see them. Or call for an appointment at the museum, or elsewhere in town.

Such containers are, naturally, expensive. But for irreplaceable heirlooms or historically vital information, archival quality is "the only way to go."

Neighbors:

School news in the CENTERVILLE JOURNAL reports that the Centerville School Band has new uniforms. And that the old uniforms will be sold to alumni. And that one will be donated to the Centerville Museum. This museum is owned and maintained entirely by Mrs. Sherree Schmiedt. This writer gets in to enjoy it, and "talk shop" at least a couple of times a year.

Mrs. Schmiedt is in the museum at irregular times most week-day forenoons. To confirm or for an appointment, she is listed in the Centerville directory and lists both home and museum.

Again in the Feb 21 JOURNAL, Mrs. Schmidt has included from Feb. 1908, a couple gems of general interest.

First, there was a want-adv. reporting the loss of a baby-buggy wheel, between Centerville and someone's place!

LRL: Now, just how could you lose a wheel off a baby buggy and not know it, and put it back on, or, at least, take it along, in hand or in the buggy?

If one assumes that the mother (most likely) was pushing the buggy to or from town, or farm to farm, most likely she would not likely have left the wheel on the road. Most likely, she would have kept putting it back on, if no way could have been found to keep it on. (No hair pin to use as a cotter?)

A better possibility is that the carriage was being hauled

for some reason, possibly but not necessarily, because of the wheel being off, it might fall off the means of being hauled. Possibly a wagon, buggy, hay rack, and fell out of the transport.

Curiosity persists!

Mrs. Schmiedt's second selection in the same issue, reports that some young men at Centerville used two "hand-cars" to go to Beresford one night to listen to some speaker over there. The story concluded by saying that two of the young men wished they could have stayed at Beresford for the night, instead of "pumping" their way back to Centerville. From Centerville to Beresford, "as the hand-car flies", is about eight miles one-way.

LRL: for those that did not live here during the age of railroads, a "hand-car" is a means of transportation on the railroad tracks for crews doing maintenance and repair on the railroads. There was some variation, but essentially, it was about as wide as a railroad car, and perhaps, ten feet long. It rode on four wheels like those under railroad cars and engines. As a means of locomotion (no, not locomotive!)

The hand-car's wheels were connected by gears, shafts, and or chains to a manually operated means of providing power to the wheels. At the center of the hand-car's platform, there was an upright, about waist high to the crew standing on the platform. Lengthwise on this was placed a lever, fixed something like a tetter-totter. Each end of this had a round stick through it, so that one or two men could stand beyond the end of the "tetter-totter". By pushing down on one crossbar at a time, while the other went up, they applied pressure through the mechanism, to the axles and thus to the wheels. Thus they caused the axles and wheels to rotate, moving down the tracks to their destination.

This writer remembers seeing them in use on the tracks through Centerville (Chicago & Northwestern) and Viborg (Great Northern). Eventually, they became powered by an engine or motor of some type, if the writer's memory is correct.

The crews, of course, had to be off the tracks when the train came through. This apparently was the responsibility of the crew, not of the engineer "driving" the train.

This writer's father, Martin Lauritzen, came from Illinois in 1911, with his parents and most of their family. They had lived on rented land near Dwight, Ill., along a railroad about 60 miles southwest of Chicago, apparently a main line. The rail line cut off a corner of that farm there.

They sometimes saw the crews furiously pumping their hand-cars to get to a crossing and off the tracks ahead of a train. Occasionally they might not make

it, and maybe jumped off before the train knocked the hand-car out of its way. Apparently some engineers did not think it their duty to slow and avoid hitting the lowly track crews. (Crews upon which the trains depended for operational tracks.)

One wonders if the "boys" that used the hand-cars to go to Beresford and back, had permission, or merely, a "midnight requisition." At that time of year, it could have been a cold ride, although the "pumping" could have warmed them some.

Some week this writer may describe his grandparents trip to South Dakota (Centerville & Viborg). Paternal 1911; maternal 1884. (Coincidentally, the same *Enterprise* issue reports the maternal Grandfather's death in 1926. The writer was two-and-a-half, and does not remember!)

WRISTLIGHTS: Probably in the fifties, this writer had some "wristlights" flashlights made to strap on one's arm just above the wrist joint. Naturally, they were

named "wristlights."

The one remembered was made of plastic. It held two "D-cells" (batteries) side by side. The flash-light portion was built on one side in a cone shape. A switch on the front turned it on and off. It was very convenient at times. Whether they were a WW-II derivative is not known. The one remembered was red plastic, definitely not military.

Of two remembered, one strapped to the back of the saddle, came off riding and was lost along the road somewhere. The other one, red plastic, was left with the batteries in which leaked and destroyed the flashlight. These had a protruding metal on each side to which the strap was attached.

If anyone has such an item to donate to the DHA museum in Viborg, this writer would enjoy seeing it there. Even without the strap it necessary.

This writer has placed in the museum a WWII metal military khaki-color 2-cell flashlight, with a belt clip.

NOTE: Readers are welcome to send DHA news names/and or descriptions of items they remember, with a request that other readers having such to provide the item(s) to the museum.

As always, as much information as possible: owner/users, donor, description, use, cost, where used, etc. Better too much information than too little.