

The Telegraph

150th Anniversary of the
Transcontinental Railroad
Edition

CIGRS

Dateline: May 2019

Annual Modeling Contest Winners Announced

Gary Edlen Trophy Presented !



Newsletter Notes by Karla Gunzenhauser

The Central Iowa Garden Railway Society met at Merle Hay Mall on April 28th, 2019.

Voting on the model contest started at 1:30. Results to be listed later.

New members were welcomed.
Treasurer's Report was handed out.

President, **Ron Huntimer**, gave out monthly awards for work well done. January to **Ward Mellerup**, February to **John Olson**, March to **Ben Hancock**, and **Louis Miner**.

The June Garden Railway Tour was discussed. Open from 9-4, Reiman Gardens at Ames will be included this year.

Discussions are ongoing with the Des Moines Botanical Gardens regarding their train layout.

The Boy Scout RR Merit Badge Jamboree will be held at the Boone fairgrounds on May 3-4.

Thomas the Train will be in Boone September 14-15 and 20-21-22.

Ben talked about the new modular sections. He will soon be purchasing the plywood for the tops of the modular units. One modular unit may be purchased for \$150.00

Peter Peath has been producing "The Telegraph" but he needs members to send him stuff to put into it.

Ron Huntimer and **John Olson** both reminded us to sign up to help someone who is on the June tour.

Jay had two reefers to sell. **Ben** purchased one of them.

Door Prizes were held. It was mentioned that today is **Phil Deat's** birthday. Happy Birthday, **Phil**.

Member News: Bill and Connie Joy have finally moved into their new house. They are doing pretty well.

Ben moved to pay **Ron Huntimer** for the mail box donation box. **Jay** seconded. All agreed. It can be used for all activities.

Winners of the *Gary Edlen Memorial Modeling Contest*, were announced.

Rolling Stock –

1st Place - **Ron Huntimer** - Coal Train & Engine

2nd Place - **Ben Hancock** - Light Crane

3rd Place - **Steve Hudson** - Pump Car & Tender

Buildings –

1st Place - **Howard Hoy** - Coal Tipple

2nd Place - **Karla Gunzenhauser** - Freight Depot

3rd Place - **Mike Armstrong** - Watch Tower

3rd Place - **Ben Hancock** - Mill

Textiles –

1st Place - **Marilyn Shellenburg** - Quilt

2nd Place - **Paul Gunzenhauser** - Train Art

3rd Place - **Gene Elphic** - Bridge

Diorama –

1st Place - **Mike Armstrong** - RR Cars G-Z Scale

2nd Place - **Gage Woolf** - Early Town

3rd Place - **Ron Huntimer** - Prospector

3rd Place - **Gage Woolf** - Early Town

Garden Art –

1st Place - **George Woolf** and **Paul Gunzenhauser**

2nd Place - **Gage Woolf** - Railroad Crossbuck

Photography –

1st Place - **Ron Huntimer** - Photo Colage

2nd Place - **Paul Gunzenhauser** - Photo Colage

Best of Show, and the *Gary Edlen Memorial Traveling Trophy* was won by **Howard Hoy** for the second year in a row. His coaling tower was built from a kit that had pieces missing, so Howard drove to see the original and took lots of photos of it so he could finish the project. Great work, **Howard**. Next meeting will be at the Merle Hay Mall location on May 19, 2019.



Modeling Contest Photos

By: Various



Buildings

Karla Gunzenhauser Freight Depot

Mike Armstrong - Watch Tower **Ben Hancock** - Mill



CENTRAL IOWA
GARDEN RAILWAY
SOCIETY



Rolling Stock

Ben Hancock - Light Crane

Ron Huntimer - Flat Car with Load



Rolling Stock
Ben Hancock - Work Train

CENTRAL IOWA
GARDEN RAILWAY
SOCIETY

Rolling Stock
Steve Hudson - Pump Car with tender

More Modeling Contest Photos

Photos By: John Olson



Textiles

Marilyn Shellenberg - Quilt



Paul Genzenhauser - Railroad Art



Gene Elphic - Bridge



Dioramas

Mike Armstrong - G to Z Scales



Gage Woolf - Early Town



Ron Huntimer - Prospector

Garden Art

Gage Woolf - Railroad Crossbuck

Chama Coal Tipple

By: Howard Hoy

The scale for the winning entry in the modeling contest is 1:20.3 scale.

Rio Grande's Chama NM coal tipple was built in 1925. Two similar units existed at Durango and Gunnison CO. This model began as an Ozark Miniatures kit. Unfortunately, as delivered it had parts missing and some were not to scale. After several phone calls and e-mails, satisfaction was not forthcoming and I decided to free-lance it. I made a trip to Chama to make detail photographs of the prototype. Many parts were not provided that I had to fabricate myself, including the coal



unloading bunker, bucket hoists, coal chute gate, lamp, diagonal braces in rear, joists under the hopper, and roof rafters under the roof. I was fortunate to have the Brewer Railroad Plan to work from. I began building in June and did not finish until December.



Transcontinental Railroad is Finished!

Text Provided By: Paul Gunzenhauser

150 Years ago May 10th.

GOLDEN SPIKE

Completing the last link in the transcontinental railroad with a spike of gold was the brainchild of David Hewes, a San Francisco financier and contractor. The spike was manufactured earlier that year for the event. The ceremony was originally scheduled to be held on May 8, 1869 but was delayed two days because of bad weather, a labor dispute and a delay in the arrival of the Union Pacific side of the rail line.

On May 10 in anticipation of the ceremony, Union Pacific No. 119 and Central Pacific No. 60, better known as Jupiter were drawn face to face on Promontory Summit Utah.

The transcontinental railroad was authorized by Congress in 1862. Starting in Sacramento California, the Central Pacific Railroad build east under the leadership of Leland Stanford and others using many Chinese laborers. They built 675 miles through the snow covered granite walls of the high Sierras.

On the other side of the continent, the Union Pacific was building west from Omaha, Nebraska. They built for 5 years before reaching Promotory Summit. It was not a true transcontinental railroad as the Missouri River was not bridged until 1872.

The golden spike was made of 17.6 carat (73%) copper- alloyed gold and weighed 14.03 troy oz. It was dropped into a predrilled hole in the laurel ceremonial last tie, and gently tapped into place with a silver ceremonial spike maul by Leland Stanford and David Hewes. Both missed the spike on the first try.

There were three other spikes driven that day. A second lower quality gold spike supplied by the San Francisco News Letter, a silver spike supplied by the State of Nevada, a blended iron, silver and gold supplied by Arizona Territory.

As the Railroads advanced, whole towns moved also. Stores, housing for laborers and other businesses moved their goods and set up in new locations close to the trackage. As the Railroads made progress, the telegraph poles and wires were laid. At the Golden Spike ceremony, a wire connecting the telegraph was fastened to the silver maul, and another wire attached to the spike. A circuit was completed with the maul hitting the spike and the message DONE was sent to the Washington DC. The new Transcontinental Railroad was the demise of the overland Pony Express. Now messages could be sent instantly and cheaper across the country.

A second spike, exactly the same as the ceremonial one was cast and engraved at the same time. It was held, unknown to the public, by the Hewes family until 2005.

For anyone so inclined... LGB is selling the 2 engine set of the engines in G Scale that were at the Golden Spike Ceremony 150 years ago this month. Only 299 sets worldwide will be made and the featured price is \$9,999.00. I am sure Kidman can hook you up. And if you want to give me a really nice Christmas present... hint, hint, nudge, nudge, wink, wink!



Photos From Promontory Point National Park

Photos & text by: Bill Paeth

Photos on this page were taken back in 1991 when Jaca and Bill Paeth went to Salt Lake City, Utah. We went there for a National Square Dance Convention. We had never been to Utah so we went early and stayed late.

The early part for me was to go to the Family History Library. There I learned about the Paeth Family genealogy in Ohio. Mom on the other hand went exploring in the mountains east of SLC and found roads that had not seen a car in years. She had a ball.

Before we left Iowa our good friends, Herb and Jane Fisher, decided to take the train instead of driving. They asked and we decided to be their wheels instead of getting a rental. After getting to SLC we found out that the depot there was closed. All passengers for SLC had to get off in Ogden, UT and could be bused to Salt Lake City. We wanted to see Promontory so we drove up there before picking up Jane and Herb at Ogden. During the convention when we four were not dancing we explored around Salt Lake City. This included visiting the depot the railroad that was no longer used.

After the convention we got Jane and Herb back to their train and spent the next week traveling all around Utah. Jaca's parents, Joe and Evelyn Shearer had been there some years before and she wanted to see 'standing up country' like her parents did. It sure fit that name.

It has been a pleasure reliving that fabulous vacation.

Right: UP #119 (replica) Steams up to meet the Jupiter Engine (also a replica) at the Golden Spike National Historic Park

Below: Former CIGRS Member Bill Paeth is visible between the engines below.

Below that: Postage Stamps released 150 years after the Golden Spike Ceremony released 5 May 2019



Puzzle Page

Courtesy of: Sherri Godfroy

New Recurring Feature for the Telegraph! Many thanks to Sherri for providing our newsletter with a many of these word find puzzles for this and upcoming issues of our newsletter. Let her know how you did with these!

I've Been Working on the Railroad

WORKING	MORN	S O K I T C H E N M E H T
RAILROAD	HEAR	R H Y S I O N O K Y L R A E D
LIVELONG	CAPTAIN	A I U A N J A H R I S A B N T R
DAY	SHOUTING	I J G A W N I N G N O L E V I L
JUST	DINAH	L N N N I A T P A C O O N T A D
PASS	HORN	R W I O I B M A N W T W O N K A
TIME	SOMEONE	O H T E N K W H I S T L E A M Y
AWAY	KITCHEN	A M U I E M R N E I G S M H P T
WHISTLE	KNOW	D L O E M V G O E A I N O A C O
BLOWING	STRUMMING	M E H R F E R O W R R M S D I
RISE	OLD	N E S G N I M M U R T S R
EARLY	BANJO	

Another Blast from our Past

Text & Photo: John Olson



Pictured here is the wife of the founder of CIGRS... **Maureen Hagele**, wife of **George Hagele** found us when we advertised the Merle Hay Mall site. I am going to recommend she be considered for honor status to get club info electronically like other spouses do. She stopped by Merle Hay Mall to re-introduce herself to us and we had a delightful conversation. So hopefully some of our charter members will reach out. I think she will be thrilled. I did invite her to join us at the April meeting. But I will call her again after Easter to give her more details about meeting time and modeling contest.

If anyone would like to reach out to her to say hello contact Ole' or your Telegraph editor as we have her contact information.



Library News

Courtesy of: Karla Gunzenhauser

New Additions to the CIGRS Library

#206-----*The American Heritage History of Railroads in America* -----by Oliver Jensen

(A coffee table book published by American Heritage Publishing Co. of New York)

This book covers the one and one half centuries of American Railroading, starting with Engine Number 108 of the Pittsburg Locomotive Works in 1883. A look back takes the reader to the English 1803 Trevithick, and the Stephenson's ROCKET of 1829. The book contains a nice mix of photos, drawings, narrative and paintings.

#207-----*All Aboard, The Golden Age of American Rail Travel*, edited by Bill Yenne. C. 1989.

This is another coffee table book that, after an introduction, includes three parts, 1839-1899, 1900-1939, and 1940-1955. Again, it includes many prints, photos, paintings, and enough narrative to give understanding to the visual parts of the book.

More Library News

Courtesy of: Newsletter Editor Peter Paeth

I have donated a couple of periodicals I have received since I joined the Friends of the Cumbres & Toltec Scenic Railroad organization. I will continue to share this quarterly newsletter with the CIGRS club library as I receive them.

Excerpt from C&TS Dispatch - Volume 31 - Winter Edition

Friends of the Cumbres & Toltec Scenic Railroad

Indiana Jones & the Cumbres & Toltec Starring Earl Knoob Engineer

"I had been talking on and off to "Steven" Spielberg so I climbed down from the cab, thinking I'd take a "rogues Gallery" pic of the big shots. I went down the train, pulled out my camera and some kid comes up and tells me I can't take pictures on the set and was going to confiscate my camera. "Excuse me? You're going to what?" "No pictures. Give me your camera!" Once again I pulled my "card".

"Listen, kid, " I said. "This is MY train and MY railroad! Piss me off and I'll take my train and go home!" Pointing to Spielberg and Harrison Ford sitting on top of the train, I said, You can explain all that to the guys sitting up on that car,"

If you would like to read more about shooting of the opening scenes from an Indiana Jones movie on the Cumbres to Toltec railroad check out this magazine from the CIGRS Library newest additions donated by yours truly...

JUNE

Birthdays

Neal Brown	6-10
Sandra Bickel	6-18
Ione Edlen	6-20
Sheri Godfroy	6-24

Anniversaries

Bill & Connie Joy	6-12
Jay & Cheri Nugent	6-16
Eric & Sandra Bickel	6-18
Albert & ??? Morgan	6-18
Paul & Karla Gunzenhauser	6-21
John & Pat Olsen	6-21
John & Lori Myers	6-28

JULY

Birthdays

Wyatt Bickel	7-7
Eric Bickel	7-11
Noah Paeth	7-13
Donna Pritchard	7-16
Janet Moser	7-18
Lori Myers	7-18
Loudean Kirkpatrick	7-23
John Olsen	7-25
Paul Gunzenhauser	7-29

Anniversaries

Joe & Sheri Godfroy	7-1
Loudean & Marilyn Kirkpatrick	7-2
Denis & Connie Biechler	7-6
Andrea & Joe Vocelka	7-13

If we are missing yours let us know so we can celebrate with you!

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About Our Organization...

The Central Iowa Garden Railway Society has regular monthly meeting at which we discuss one another's current project, hobby news, and the latest products on the market.

Programs are presented at some meetings, either by one of our members, or by some-one brought in from outside the organization. The programs generally cover some element of the hobby, from the history of local and other Railroads, to rolling stock to track work, to locomotive, includes electric operation, battery-powered and trains that actually run on live steam.

Trivia: At one point during the Transcontinental Railroad era the East bound track layers and the West bound tracklayers refused to agree upon a meeting place and were actually planning on bypassing each other. The Federal government finally stepped in and said enough is enough.