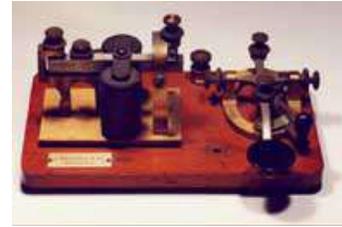


The Telegraph

150th Anniversary of the
Transcontinental Railroad
Edition

CIGRS

Dateline: June 2019



Merle Hay Mall Lease Extended

Up next CIGRS Annual Tour!

Newsletter Notes

by **Karla Gunzenhauser**

The May meeting of the Central Iowa Garden Railway Society met at 2:00 at Merle Hay Mall on My 19th, 2019.

President, **Ron Huntimer**, presented the May award for service and usefulness to **Peter Paeth** for doing The Telegraph newsletter.

Ole reviewed plans for the 2019 Garden Railway Tour. It will be on June 22nd from 9:00 to 4:00. Set up at Reiman's Gardens will be at 1:00 on Thursday, the 20th. Take down will be on the 22nd after the tour is finished. The Gardens will be free on this day, and will be open until 6:00 p.m.

The CIGRS website is up and ready with tour information. This year, use your smart phone to download the tour guide, then click on the address to access a map for that site.

Gene Pritchard and **Ron Huntimer** reported on the Boy Scout Jamboree at Boone. **Ole** put up a foam barrier so the rolling stock wouldn't roll off the end of the table. Good thinking, **Ole**.

Jay Nugent moved to include **Maureen Hagele** as a honorary member of CIGRS. **Karla** seconded the motion. All ayes.

Editors Note: Welcome Aboard! Again!

Jay Nugent moved to extend the lease on the Merle Hay Mall site for three more months. **Howard Hoy** seconded. All aye. Eight of twelve straight sections have been sold for \$150.00 each from the new construction.

Mike Armstrong has donated a cross over for this second layout. Thanks, Mike.

The Kansas City area will have a Garden Railway Tour on June 29-30, 2019. The cost is \$10.00 per car for the complete tour.

Gene Pritchard is looking for a truck for an Aristo Pacific tender. Club members restored the remote control system on **Gene Pritchard's** Rock Island engine. **Gene** had it running today. Many thanks to the club members who helped.

Ron Huntimer showed three out houses he has modified.

Mike Armstrong showed a diorama of "THE GOLDEN SPIKE" ceremony of 1869 in N scale. The tent frames were built with styrene, and the canvas was created using Kleenex tissues. Very nice work.

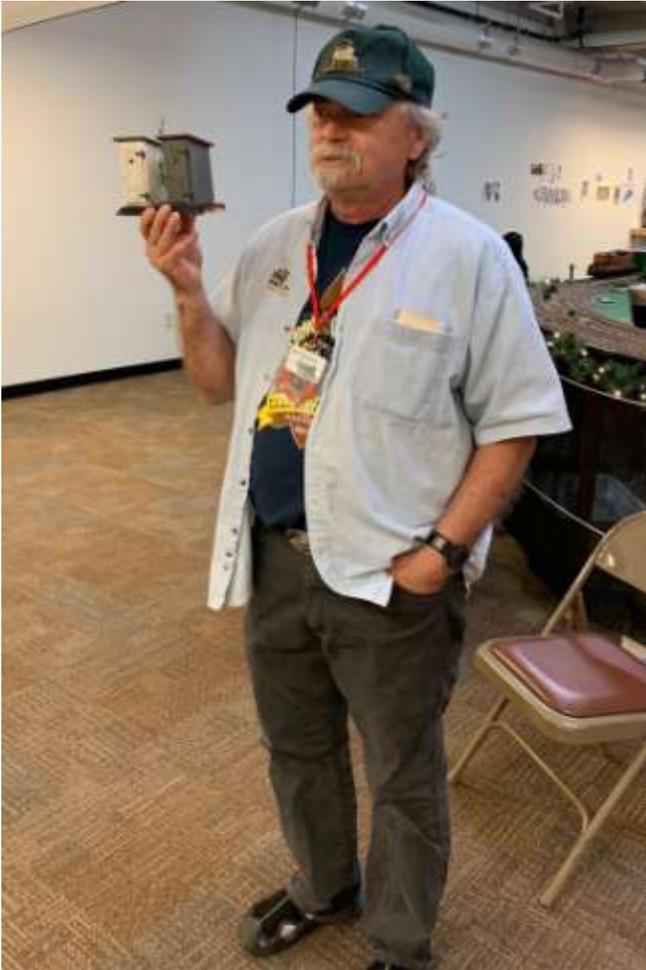
Larry Nelson has two LBG trolleys for sale.

Mike Kidman announced he has one LBG all metal set of the two "GOLDEN SPIKE" engines for sale. Ask about the price. **Editors Note:** When I emailed **Mike** about how surprised I was that he was actually able to get one of these for sale. He responded that he has already sold one of these! Way to go **Mike & Renee!**



Modeling Contest Photos

By: Various



Out Houses
Ron Huntimer



N Scale Golden Spike Ceremony
Mike Armstrong



R&R Racing - New Working Garage
Karla Gunzenhauser



Garage in Indoor Layout
Karla Gunzenhauser

CIGRS Annual 2019 Carden Railroad Tour

Text By: John Olson

Thanks to all the 2019 hosts for participating in this special event. The amount of preparation for this event is over the top and will truly be one of the best so far. If you haven't participated in this tour recently this would be the year to make a day of visiting each of these layouts. We will have 5 new comers to the tour. You will enjoy seeing some layouts that are under construction and some that have been around for some time but will be the first time to be a tour stop. Remember it only costs \$10 for a full car load and will be a great adventure that will create some great family memories!

This year's hosts include: **Rick Roghair** and his grandson **Gage** who was highly decorated at this year's modeling contest this past month. **Robert** and **Joy King**, **Gordon** and **Kathy Cox** and **Julia** and **Sam Mora** no doubt will be assisting Grampa with this year's tour. **Curt Erickson** and his wife **Tere**, **Denis** and **Connie Biechler** and the **Reiman Gardens Team** are joining us this year for the first time too. It is our hope **John Haila**, Mayor of Ames and his family will be on hand to run trains at RGI during the tour as well. **John** and **Mary** were members several years ago. When Mr. Mayor gets a good grip on retirement, we hope we will be seeing more of the **Haila's** once again. He too is a member of the "Can't Quite Figure Out What Retirement Really Is" club. We have an increasing number of our members who are in this distinguished group.

If you would like to assist a host during the tour please contact these members directly or reply to this email and I will be happy to get you connected to learn more about host needs for the day. This event flows smoothly when plenty of help is on hand for registration, collecting money and helping to keep trains running while hosts talk to visitors. Many hands, makes light work for all! Come join in the fun!

If you have a coffee group or a pickleball group, have grandkids at a child care center or participate at a senior center or your church please print out some of these flyers for distribution around your communities. Best message is word of mouth. This event is our major fundraising effort for the year. Encourage others to join you and have an awesome day seeing some pretty cool layouts and sharing your interest in garden railroading.

Other Member News

Text By: John Olson

Remember there is no club meeting in June but we want to encourage our members to support the tour especially since we have 5 new layouts on tour this year. The flyer is now available on our website so people can use GPS from their phones to get to each layout. They will also have to print off this document and present it at each location for a signature and we will also mark it paid when they go to their first site. Other hosts will not keep asking whether they have paid when they see the stamp in the paid square at the bottom of the back page.

The July meeting will be in Cedar Rapids at **Julie** and **Larry Nelson's**. He's been working on lots of projects over the winter and will have some automated elements to share with us. August meeting will be at **Howard Hoy's**. There will be more info about these meetings when we get closer to those meetings.

5-23-2019

Good morning all, I received a call from **Ron Huntimer** and he informed me they had a significant fire in their home yesterday. **Ron** and **Kay** are both ok but they did lose their dog "Dobby". They had a place to stay last evening and will learn more about the extensive damage after the insurance

people have done their due diligence. Please keep **Ron** and **Kay** in your thoughts and prayers during this difficult time.

Editors news: My youngest daughter, **Katelynn** has graduated from DMACC and is registered for Iowa State University next fall and she has announced her engagement. No specific wedding date yet planned. Expects to finish college first.

Jay Nugent was honored by Hy Vee as a participant in this year's Veterans Honor Flight to Washington DC. Congrats & thank you for your service Jay!



Transcontinental Railroad Record!

Text Provided By: Paul Gunzenhauser

150 Years ago April 28

A Railroad Record That Defies Defeat

How Central Pacific Railroad laid ten miles of track in one day back in 1869

In one day, April 28, 1869, eight Irishmen and a small army of Chinese coolies made a record of track laying that has never been equalled. They laid 10 miles and 56 feet in less than 12 hours on the Transcontinental Railroad.

Charles Crocker planned ahead for the day. Ties were strung on the newly graded roadbed. For some distance the ties were spaced ready for the rails. Rails and track materials were moved up from the rear and held in trains ready to advance. More than 4000 men and hundreds of horses were on the spot.

A train of sixteen cars loaded with iron rails and materials for two miles of rails was pushed up to the front. Men climbed on top and threw off fish plates, kegs of bolts and spikes. The rails were rolled off and in eight minutes the sixteen cars were cleaned. The train was moved out of the way for the next train.

As soon as the material train was gone, small iron hand cars were put on the track to load sixteen rails, a keg of bolts, fish plates and spikes. Two horses with a rider were attached to each car with a long rope. As soon as the crew was on top the horses were off.

At the same time empty cars were returning on the single track at full speed. As the full car came closer, the crew on the empty car jumped off and lifted their car from the rails, while the loaded car went by. There was no halt in the continuous stream of materials to the front.

If the roadway had been perfectly level and straight, these men could have laid 15 miles of track. As it was, 25,800 ties, 3520 rails, 55,000 spikes and 14,080 bolts were used.



"Site where the Central Pacific completed laying ten miles of track in one day."

CENTRAL IOWA
GARDEN RAILWAY
SOCIETY

Reprint from Newark Newspaper - March 1902

FIRST LOCOMOTIVE IN NEWARK OHIO

Article & Text Intro supplied by: **Bill Paeth**

Pete; I ran across this article yesterday at the Genealogy library. For your info, Sandusky is where my dad, Ralph Paeth was born. I do not think any of the Paeth's worked on this RR. However I do know that Albert Paeth, your great grandfather, came to Cedar Rapids before 1903 and worked on the Rock Island Railroad here from 1904 to 1908. In 1908 he got so disgusted with RR work that he packed up his family and moved back to Fremont which is in Sandusky Co, OH. There he worked as a polisher in a cutlery factory. I wonder if any of them ever rode on this train? DAD

Newark Ohio Dateline:

It must have been very near to the year 1849 that a canal boat arrived with a locomotive to be used in laying the track northward from Newark. It was a small (probably 15 ton) single driver engine, bearing the name Richland, with Dave Derrick as engineer and Dick Burns as fireman. It took several days to raise the engine and tender by jackscrews out of the boat at, Second Street and to get them onto the little piece of track that had been made ready to receive them.

It was a matter of so much interest and excitement, to the school pupils that they became practically a committee of the whole to superintend the work, and the school room had few occupants for certainly two full days. Their teacher, Mr. Coman, manifested as much interest in watching the work from the window as his boys did from the sidewalks. They were not the only ones interested, for nearly every man and boy in town devoted more or less time to taking in the wonder. The interest, never flagged during the several days that it required to get the machine together and in running order.

The work was patiently done by the engineer and firemen, all by themselves, for there was not even a machine shop in Newark at that time from which to draw help. By the time the engine was ready with steam up, a half dozen short platform cars had arrived and the railroad iron was beginning to be delivered by canal boats at the foot of Second Street. The iron was laid straight out through Second Street, the track being kept near the curb stone on the west side of the street. The construction train commenced making its trips and the road was gradually pushed out toward the north.

A little later, a diminutive passenger car was added to the rear of the train and people began to take excursions up the road at a moderate fare, under charge of Conductor Morgan. In the meantime, a dwelling house that had been in its earlier years, the Cully Tavern, with its sign of a Black Horse, situated on the east side of Second Street and just north of Main Street had been secured for railroad purposes, and became the first

railroad station in Newark. As the track layers reached successively St., Louisville, Utica and Mt. Vernon, it seemed more and more that the railroad actually ran somewhere, and the travel and interest increased accordingly.

At length, it began to be a matter of but a few days before the iron layers would meet the party that was working southward from Sandusky and an eager crowd began to watch every evening for the home-coming train, to see if it might not be an entirely different outfit that had come clear through from the lakes. One night, it was not yet dark, as the train time drew near a very shrill whistle was heard, entirely different, from the one on the Richland to which the people had become accustomed.

A little later, a diminutive passenger car was added to the rear of the train and people began to take excursions up the road at a moderate fare, under charge of Conductor Morgan. In the meantime, a dwelling house that had been in its earlier years, the Cully Tavern, with its sign of a Black Horse, situated on the east side of Second Street and just north of Main Street had been secured for railroad purposes, and became the first railroad station in Newark. As the track layers reached successively St., Louisville, Utica and Mt. Vernon, it seemed more and more that the railroad actually ran somewhere, and the travel and interest increased accordingly.

At length, it began to be a matter of but a few days before the iron layers would meet the party that was working southward from Sandusky and an eager crowd began to watch every evening for the home-coming train, to see if it might not be an entirely different outfit that had come clear through from the lakes. One night, it was not yet dark, as the train time drew near a very shrill whistle was heard, entirely different, from the one on the Richland to which the people had become accustomed. The new sound was heard all over town, for it was as quiet as the country in those days, and everyone knew that, at last, the road was completed, and that a through train from its northern terminus was approaching. A great mass of people had collected at the station and looking straight up Second St, a fully fledged train of several cars could be seen coming around the bend. The train was in charge of Mr. Patterson, Conductor, and the engine, Newark, with Hr. Newell as engineer. On the following day, this train started northward, and at night, another train drawn by the engine, Mt. Vernon, came through, and from then on the Sandusky, Mansfield & Newark Railroad did a regular business.

Puzzle Page

Courtesy of: Sheri Godfroy

New Recurring Feature for the Telegraph! Many thanks to **Sheri** 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!

RR Crossings

RABBIT, RUN	ROB ROY	E C Y O R S L L O R S R E
RAG RUG	ROLLS-ROYCE	O X R N E E R O A D R U L E S
RAH RAH	RONALD REAGAN	S D T A R G U R M E E P L R T Y
RAT RACE	ROOT ROT	S A Y M H E B D V O G R I M O O
RAY ROMANO	ROSE RED	U Y R O A A Y O B R O B E E R R
REC ROOM	ROUGH RIDERS	R C K R U N R I O T R R I S T B
RED ROVER	ROY ROGERS	E A N Y R D E H I O Y D C G O O
RENE RUSSO	RUBY RED	N A G A E R D L A N O R E E O R
RIB ROAST	RUG RAT	E C A R T A R S P R R R E S R E
ROAD RULES	RUN RIOT	R X C N U R T I B B A R H A N
		G E R O U G H R I D E R S

At the Train Station

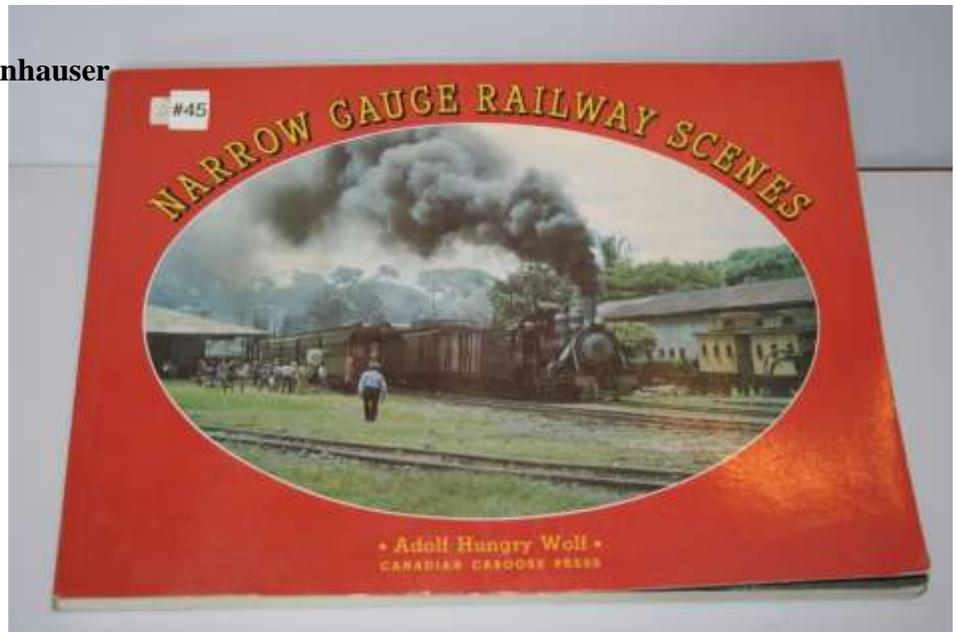
"ALL ABOARD!"	SHOESHINE	W O D N I W T E K C I T E
BENCH	SIGN	A V K A K E R Y B E D A D N Y
CLOCK	STAIRS	T P K C H S H O E S H I N E A L
CONCOURSE	TICKET WINDOW	C F A H O A M M N R R I L W L S
DELAY	TRACK	H R Z S L L R I C U O I N S P I
DELI	TRAIN	T E U A S O C O H O P L A S E G
MUZAK	TRASH CAN	H R M R F E P P A C D E R T Y N
NEWSSTAND	WAITING ROOM	E A A T S S N T H N R O U A S G
PASSENGER	"WATCH THE GAP"	G W A I T I N G R O O M L N H G
PLATFORM		A L R A N N D C E C E E N D T
REDCAP		P R A L L A B O A R D A L

Library News

Courtesy of: Karla Gunzenhauser

The CIGRS Library

#45 ----- *Narrow Gauge Railway Scenes* ----- by Adolf Hungry Wolf
(A coffee table book published by Canadian Caboose Press)



More Library News

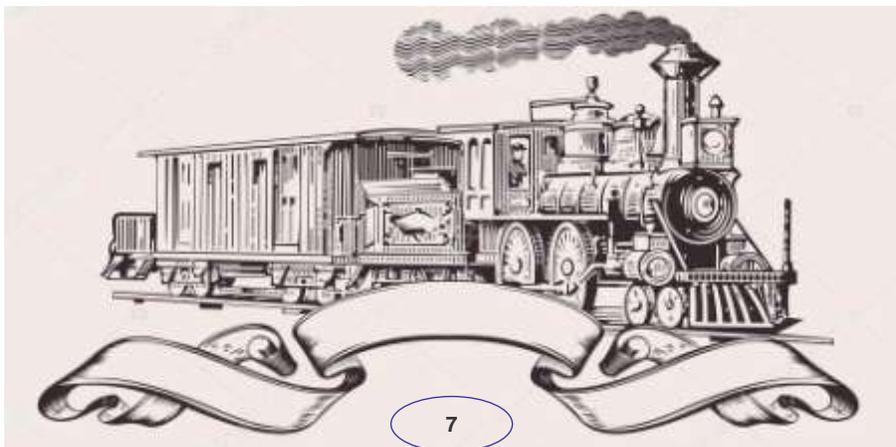
Courtesy of: Newsletter Editor Peter Paeth

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 32 Spring Edition Friends of the Cumbres & Toltec Scenic Railroad

"Somewhere below the Cresco tank I stopped and climbed a pole to make another test. I cut in my (Telegraph) set and got the night man at Alamosa to open the other wire where I was and put the voltmeter on it. When the wire we were using closed, I could see positive battery on the other wire, east of my open wire. Aha! Now I knew I was west of the trouble."

If you would like to read more about troubleshooting the telegraph lines and on the training and requirements of Telegraphing in the heyday of steam railroading on the Cumbres to Toltec railroad ask **Karla** if you can check this out.



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

AUGUST

Birthdays

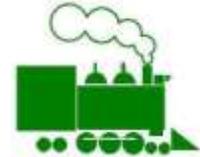
Barb Kilmer	8-8
Sam Mora	8-11
Connie Joy	8-12
Jay Nugent	8-16
Hillary Miner	8-24
Kathy Cox	8-25

Anniversaries

Larry & Julie Nelson	8-8
Jim & Paula Atkinson	8-12

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

CENTRAL IOWA
GARDEN RAILWAY
SOCIETY



Key CIGRS Contacts

President

Ron Huntimer
huntimer4@aol.com
(515) 964-1851

Vice President

Mike Kidman
kidman@att.net
(515) 984-6946

Treasurer

Howard Hoy
howardandkay-hoy@mchsi.com
(515) 259-9231

Secretary

Karla Gunzenhauser
shaker6071@gmail.com
(641) 462-2542

At Large Representative

Gene Elphic
eerepair@msn.com
(641) 425-4553

Newsletter Editor

Peter J. Paeth
cigrs@hotmail.com
(515) 238-1155

Director of Education

Ron Huntimer
huntimer4@aol.com
(515) 964-1851

Club Librarian

Karla Gunzenhauser
shaker6071@gmail.com
(641) 462-2542

Club Historian

Janet Moser
levi4950167@yahoo.com
(515) 677-2124



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 track layers 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.