

TELEGRAPH

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March 2011

The Annual Kickoff to Spring

CIGRS met on February 20th at the Washington School Community Center near Minburn. It was our annual potluck luncheon and running session before we start visiting shows and layouts for the summer.

Bryan Anderson led a group working to restore our exiting modular layout. They worked to remove the track, repaint the rocky sides and then added small grassy details and shrubs. This layout will then be stored by Bryan for future use, and is still available to anyone to use.

In another location of the building, Bill Joy spearheaded assembly of the new folding tables into a layout that would be appropriate for the upcoming Flower, Lawn and Garden show in March. After some trial and error, the method and positions were determined; after which the track was laid and trains started running.



Bryan Anderson leads the project to update our existing modular layout.

And besides everyone getting a chance to run their own equipment, the new engine and rolling stock the club retained from the Richard Jones Auction collection was running. Although it had not yet been cleaned, it ran well and will be a great addition for our layout.



Members hone their painting skills under Bryan's leadership.

The old modular layout in the back and the new folding tables in the foreground.



Inside this issue:

A Dispatch from Boon	2
Important Dates	4
History of the CN	6
Future Schedule	8

Upcoming Events

- March 19-21
Iowa Flower Lawn & Garden Show
- April 16
CIGRS Swap Meet

March 20

FIRST DAY OF SPRING

A DISPATCH FROM BOONE

By Howard L. Hoy

With little fanfare, the Boone and Rio Grande Western Railroad completed its line of railway on May 5, 2010. A last spike ceremony had been planned for April 10, 2010 to commemorate the completion of the line and coincide with the 141st anniversary of the Golden Spike Ceremony at Promontory Utah. A special train was planned to travel from Inhaus Yard (Boone) to Quarry where the ceremony was to take place, after which a tour of the line would be made, ending in festivities in Boone. But then on the 10th a strong wind storm blew through the valley bringing down tree limbs at numerous places along the right of way, then on the 11th hard rain fell causing a washout in the vicinity of Inhaus Jct. The line was closed for two days. This was just the beginning of things to come.

Throughout May the B&RGW was visited by plagues of locust blossoms, walnut catkins, and maple seeds. Track had to be inspected in advance of every train and debris removed before operation could be resumed. Then on June 12th a two inch rain caused more washouts in several places. Railroad crews labored to widen fills, add culverts, and rip-rap embankments. Four more inches of rain fell on the 25th causing more washouts, including the main track switch at Spruce. The line was embargoed until July 1st. More ditching and culvert work was done. The railroad went as far as to seed the right of way with bent grass, in hopes of stemming the erosion. Then a 3-1/2 inch rain on the 30th washed out the line again in many places. Lastly, a four inch rain on August 9th caused the worst flooding of all. The Inhaus subdivision was washed out in two places, one washout causing a wash in at Spruce. The tracks were washed out on both the upper and lower lines at Holly Jct. Road, and the Ash Creek culvert South of Quarry was breached. The railroad was again embargoed until the 16th. Repairs included a 72 inch culvert under the Spruce yard tracks and plans for a truss bridge on Ash Creek.

Following the August 9th deluge, a relative dry spell ensued, allowing the railroad to assume semi-normal operation. Trains still had to be preceded by track inspectors due to a premature leaf drop by trackside walnut trees and the onslaught of the acorn season.

The end of the monsoon season allowed the railroad to complete several planned improvements. On September 7th a contractor finally holed-through the tunnel into Inhaus Yard, allowing the completion of the permanent house lead at Inhaus. This project involved drilling through eight inches of solid conglomerate. The lead tracks at Inhaus Yard were completed and in service September 26th. The summer flood caused much distress among low-lying residents along the right-of-way and many complained to the railroad about the changed drainage caused by the railway's construction. The railroad reluctantly agreed to alter the drainage by constructing a sixty-five foot ditch along the lower side of the railroad, to carry flood water away from the low-lying properties, this having been completed by October 11th.

The dry spell also created an opportunity for B&RGW president H. L. Hoy to get away with (pardon me, announce) the appointment of a large number of relatives and cronies of the president and Chairman of the Board – K. A. Hoy, as officials of the railroad. This correspondent will not attempt to describe the entire list, but will only mention some of the most egregious. Oscar Katt, previously Track Inspector, was promoted to Roadmaster. Agador Katt, previously Special Agent, was promoted to Chief Special Agent, this despite the fact that he is the only special agent and has had a lack-luster record of catching crooks and vandals on the railroad. Felix Katt was appointed Yardmaster at Inhaus Yard, despite no previous railroad experience other than member of the Board of Directors, and despite the fact that he is blind in one eye and can't see out of the other. E. L. Griffen, Manly IA, (son of the president) was appointed Chief Water Service Supervisor, although the B&RGW has but two water facilities, both of which are connected to city water. The B&RGW is rife with nepotism.

Fall brought two other major betterments to the B&RGW. A twenty-four in Howe truss was installed on the lower line over Ash Creek, while a ninety-two inch trestle was built over Ash Creek on the upper line. This ended the construction season.

On December 12th the line's only engine (453) left Inhaus with the snowplow, in an attempt to clear the line and again provide service to on-line communities. After derailing in the first crossing south of Terrace and then again shortly thereafter, the plow became stuck in a deep drift near Inhaus Jct. While the plow was being dug-out, management made the decision that the railroad lacked sufficient motive power to open and keep the line open through the winter. The plow was withdrawn and the line embargoed until spring. Thus ended the first operating season on the B&RGW.



Did you see Jay Nugent's new G38-2 at the February meeting? This USA model sports a custom paint job by Fred Tennyson to meet Jay's requirements. Very well done and now a one-of-a-kind piece.

SO, WHAT ABOUT THIS INCORPORATION THING???

During the January meeting, the subject of incorporation of CIGRS was discussed by the group, and then tabled for further action. As February was "further", the issue again surfaced and was again discussed by the group. In the end, and by a majority vote of those in attendance, it was decided that the Central Iowa Garden Railway Society should seek incorporation. It was also decided to utilize the services of David Wetsch, a local lawyer that initially spoke with the group in January, to complete and submit the appropriate paperwork for incorporation.

Further, in an effort to help keep the initial costs low, Howard Hoy offered a draft copy of bi-laws for the club, which he had prepared. It was decided to accept Howard's submission and have it reviewed by Mr. Wetsch rather than have a set of bi-laws created from scratch.

Finally, as a requirement for proper legal structure, John Olson was elected as Secretary. This position is required to keep the formal minutes of all official meetings (only one formal meeting is required each year).

So, there you have it. And what's it all mean? Probably nothing for most of us. Incorporation is simply a way to limit the legal exposure of our leadership and membership, and to create the ability of the organization to own assets.

IMPORTANT DATES AND OBSERVANCES

BIRTHDAYS!

Cindy Doggett	3-07
Davy Jones	3-12
Denny Glick	3-13
Caleb Renes	3-20
Marilyn Shellenberg	3-25
Dawn Paeth	3-28
Nancy Swessinger	4-05
Leshia Anderson	4-07
John Kilmer	4-11
Sandra Paeth	4-12

Mary Buczek	4-18
Phil Deats	4-28
Ron Mash	4-29

ANNIVERSARIES!

Mike & Renee Kidman	3-07
Phil & Barbara Deats	3-17

HOLIDAYS AND OBSERVANCES

Ash Wednesday	3-9
St. Patrick's Day	3-17

Palm Sunday	4-17
Passover	4-19
Good Friday	4-22
Easter	4-24

OTHER IMPORTANT DATES

Multiple Personality Day	3-05
Nation Pi Day (3.14)	3-14
Waffle Day	3-25
Tell a Lie Day	4-04
Blame Someone Else Day	4-13

FLOWER, LAWN & GARDEN SHOW

CIGRS will again be attending the Flower, Lawn & Garden show at the Iowa State Fairgrounds in March. And as in the past, it will take many volunteers to staff our booth and to also set up and tear down our layout. If you can schedule some time to help, please do so.

Here's our schedule:

March 17	Set up	5:00—?
March 18	Show is open	1:00—8:00
March 19	Show is open	10:00—8:00
March 20	Show is open	11:00—4:00
March 20	Tear Down	4:00—?

This year we have a new booth and new booth location. We will be located near the northeast corner of the Varied Industries Building. We will need some buildings & scenery, and of course you are free to bring your trains to run. Also new this year, we will set up a trolley line for more activity.

See you there!

DID YOU KNOW?

When building the Transcontinental Railroad across the barren Nebraska plains, the Union Pacific Railroad had endless aggravation obtaining railroad ties. The only timber available was the pulpy cottonwood tree, which grew along the edges of Nebraska's rivers and streams. The U.P. made due with this poor choice by preserving the cottonwood tie with a solution of zinc chloride. These treated ties were interspersed with freighted-in oak and cedar ties on a ratio of four "junk" cottonwood ties to one good cedar or oak tie.

Central Iowa Garden Railway Society

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APRIL SWAP MEET

The details are starting to come together for the swap meeting to be held in lieu of our April meeting. Here's what we have so far:

Location: Washington School Community Center,
Minburn, IA

Date: Saturday, April 16, 2011

Time: Doors open at 7:00 for this wishing to set up a
Table and sell their items.

The sale starts at **10.00** and ends at 3:00

Cost: FREE

Who's Invited: All CIGRS members

Invitations will also be sent out to other clubs
in and around Iowa.

The gymnasium has been reserved for this event so our entrance into the building will be through the north doors. You are encouraged to bring your own chairs to sit on as seating will be limited. Also, if you are selling, you must reserve a table in advance by sending an email to jmyers63@yahoo.com.

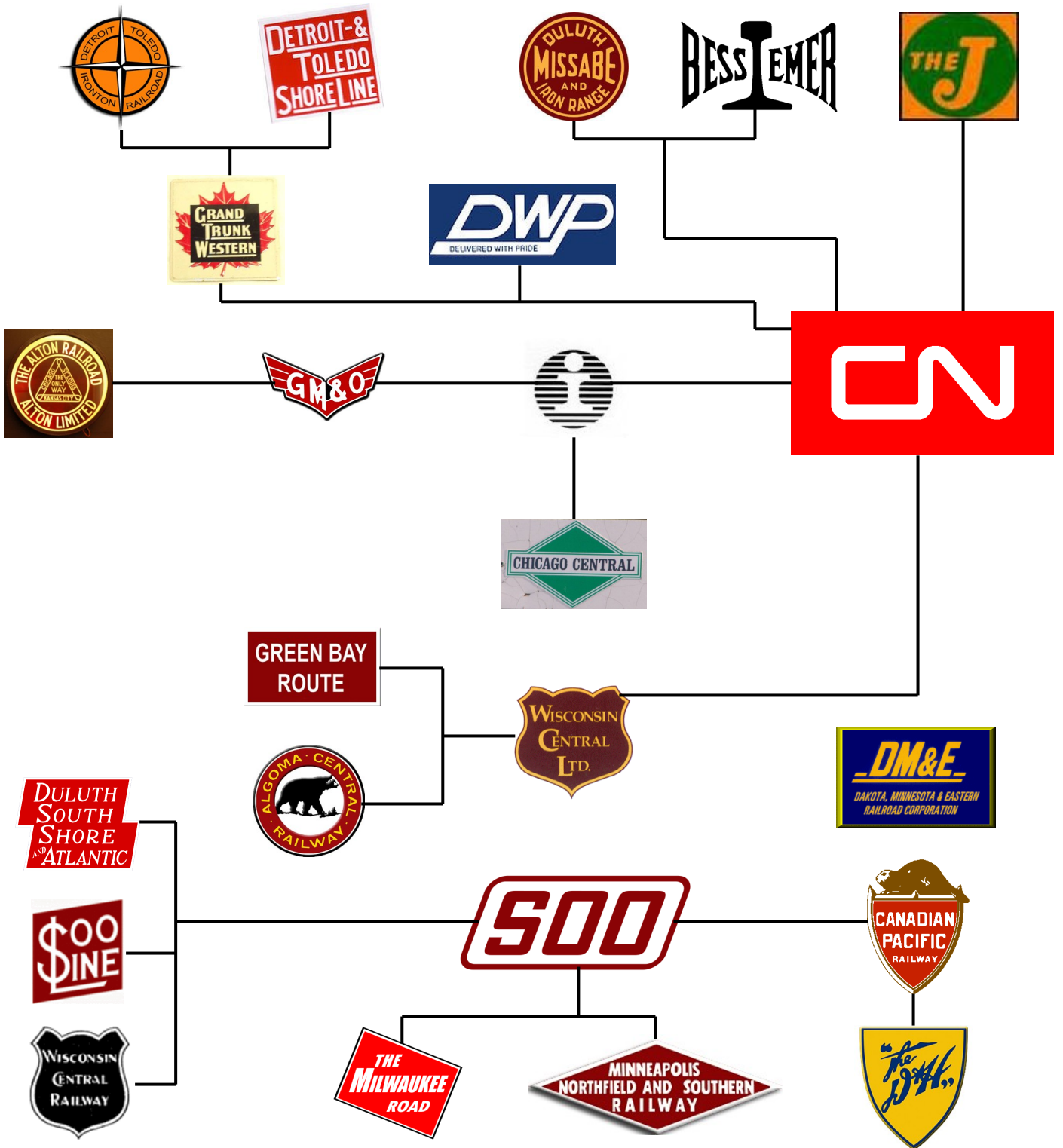
Finally, the trustees for the Washington School have scheduled a fundraising luncheon on this day as well. This means you will have the option to purchase a lunch on site and support a great cause.

Watch for more information to come.

BOY SCOUT CAMPOREE

The CIGRS modular layout will be set-up at the Boy Scout Camporee on April 29–May 1. This event held in Boone, is a large regional event based upon a railroading theme and is always well attended with scouts from throughout the Mid-West. If you can help with the set-up, tear-down and/or daily staffing, contact John Olsen at olsenj725@aol.com.

HISTORY OF THE CN



PHOTOS FROM THE WASHINGTON SCHOOL



Future Meetings

March 18—21

Flower, Lawn & Garden Show
Iowa State Fairgrounds

April 16

CIGRS Swap Meet

May 16

Meeting at Hoys in Boone

2011 Schedule

May	Howard & Linda Hoy
June	Mike & Renee Kidman
July	Loudeen & Marilyn Kirkpatrick
August	Still Open
September	Larry & Julie Nelson
October	Bill & Connie Joy

IOWA STATE FAIR—VARIED INDUSTRIES BUILDING

The Iowa State Fairgrounds are located at E 30th & University Ave in Des Moines. The Varied Industries building is located on Grand Avenue inside the grounds.

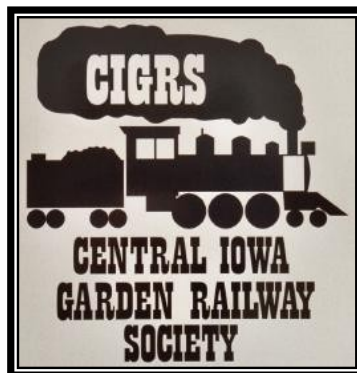


The Central Iowa Garden Railway Society has regular monthly meetings at which we discuss one another's current projects, hobby news, and the latest products on the market.

Programs are presented at some meetings, either by one of our members, or by someone 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 locomotives, includes electric operation, battery-powered and trains that actually run on live steam. Most of our members have, or hope to have, gauge G, or gauge 1 railways in their gardens or back yards.

Meetings are generally held on the

third Sunday of each month. Specific dates and times, as well as program topics, are announced in the CIGRS Telegraph. Club members are encouraged to involve themselves in any of a variety of functions, including special model railway exhibitions that are staged in the area.



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