

# The Wig-Wag

## Eastern Iowa Division

Mid - Continent Region / NMRA

August 2006



### Logo Competition

Tony Bowen, Division Clerk

The Eastern Iowa Division Logo Contest came to an end on July 31<sup>st</sup> and all of the ballots that were mailed back have been tabulated. I am pleased to announce that EID Member, Clark Cooper's design captured 81% of the votes and made it a clear winner in the logo contest. Other member's who also submitted logos for the contest were Cornell Barkhurst, EID Member, Thomas Mossbeck, from the NMRA Library, and Tony Bowen, EID Member.

The EID logo itself may change a little in color but the basic design will stay the same as we look into getting shirts with the logo made for member's to order in the near future. Thank you all for your support with choosing a logo for our division.



### Officers' Meeting

Allen Merta, Superintendent

Superintendent Allen Merta and Division Clerk Tony Bowen met at Peter Jaynes', Division Paymaster, house on July 13. Gary Zillyette could not attend due to his work schedule. He sent his thoughts and notes prior to the meeting and telephoned during the meeting. Peter's hospitality was first rate and the dinner he prepared rivaled that of any first class railroad dining car!

First discussed was scheduling a membership meeting and developing an agenda of interest to all, a potential date, time, and location. The time frame being targeted is late September or early October when the University of Iowa Hawkeye football team is playing an away game. Specifics will be announced in an upcoming issue of *The Wig-Wag* and an announcement will be sent via email or postal mail to each member, depending upon how you receive your newsletter. Agenda topics included Division clothing with the new logo, hosting the 2008 Mid-Continent Region Annual Convention, developing and hosting a Train Show, providing "how-to" clinics, and more.

The officers had a long discussion concerning the potential of hosting the MCoR annual convention. MCoR has a new convention chair and Superintendent Merta has had multiple conversations with him about hosting a convention. The officers will have additional information to share with the membership at next meeting.

## Officers' Meeting – continued...

The topic of an Advisory Board was discussed. The purpose of such a body would be to involve and provide guidance to members that could be the next Division officers. The officers determined that outgoing officers could spend time mentoring new officers providing for an orderly transition.

Division Director Gary Zillyette asked for a review of the web site. The different components were reviewed and discussed. The results of that discussion will be transmitted to Gary Zillyette.

The logo competition included some very preliminary results on the voting without revealing the voting leading logo. Included in that discussion were obtaining some sample polo shirts and other Division items that could be purchased in the future.

The topic of Division sponsors was next. This discussion highlighted a number of potential issues. Of concern is the value of a sponsorship to a sponsor for the money paid; and potential conflicts between sponsors and Division members. The issue of liability arose, too, especially in light of not having an established policy on sponsorships.

Legal organization and by-laws were discussed briefly with a quick conclusion that we needed to discuss this further with Flip Klinger, Division member and an attorney providing us with counsel.

Superintendent Merta had begun work last fall / winter on operating guidelines for the Division. We concluded that Allen should finish the draft guidelines and mail them to the officers for further refinement. The refined results will be provided to the membership at the next meeting to take home and review and comment.

Following the meeting, Bowen and Merta were treated to a tour of the Boston and Maine HO scale model railroad built by Peter Jaynes. Peter has done a magnificent job constructing his model railroad. We did not operate trains as Peter was in the process of making some changes. Construction methods for trees were thoroughly discussed.



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## A Sad Commentary...

“Folks,

It is my sad duty to report that some supposed "railfans" have given a class 1 even more reason to resent the railfan community. UP 844 stopped in Van Buren for about ten minutes. A loaded coal train was being re-crewed on an adjacent track. These "fans" were climbing between the cars of this coal train to see the 844. The coal train had to be held while these folks were dealt with. If they really wanted to see 844, they could have seen it on the way out of town and/or followed it through Sallisaw, Wagoner, and on to Claremore.

If the UP decides to skip stops in Van Buren (or any place for that matter) for its steam fleet or terminate the program altogether, I will understand perfectly.”

Gary McCullah, Farmington, AR

## The Chicago Great Western

Allen Merta

### The Beginning

Four major Granger railroads thrived in the Midwest a decade before entrepreneur Alpheus Beede Stickney started building a railroad in 1885. These included the C&NW, the Milwaukee Road, the Rock Island, and the CB&Q.

The Granger roads filled in behind the transcontinental railroads providing the means for transporting grain, hogs, and other agricultural products to eastern markets. The fact that Stickney got a “late start” served to shape the railroad’s future.

Stickney’s purpose was to build a railroad that connected St. Paul, Chicago, and Kansas City. Construction started in St. Paul and worked south to the Minnesota – Iowa border where connections were made through south and southeast. Through construction, acquisitions, and trackage rights, the Chicago, St. Paul & Kansas City reached its goal, but not without the utilization of lots of money. Reorganization became a necessity when debt and expenses exceeded income.

In 1892, the new name for the railroad became the Chicago Great Western.

Income and profits remained steady through the 1960s. That, plus economies that could be achieved by a merger with the C&NW attracted the C&NW’s attention. The C&NW had expansion plans and merger of the two railroads was too beneficial to ignore. On July 1, 1968, the Chicago Great Western became part of the C&NW.

But the CGW Lives On

Bob Williams of Dyersville models the Chicago Great Western from Chicago to Oelwein in N scale. Bob's layout was recently on the list of layout tours sponsored by Caboose Stop Hobbies in Cedar Falls. The following photos are of Bob's layout.



CGW GP30 #201 leads eastbound train #121 near Byron, Illinois.



A westbound SD40 leads its freight train passed a well manicured farm outside of Stockton, IL.



A trio of C&NW F7s passes under a steel girder bridge on its way to Byron, IL.



A CGW SD40 an eastbound freight through a rock cut just west of Dubuque, Iowa.



C&NW F7s #4088A, #4088B, & #4088C cruise through Ingalton, IL on its eastbound trek to Chicago.



**CGW #407 and a mate pull a long eastbound freight train toward Chicago.**



**It won't be long and the red orange CGW units will be wearing the yellow and green livery of the C&NW.**



**CGW #407 crosses a creek on a timber bridge on its way to Elizabeth, Illinois.**



**Here is Tony Bowen coolly operating his train with a remote throttle. The upper level in front of Tony is Elizabeth, IL where he and Allen Merta traded trains.**



**An eastbound CGW freight blasts out of the tunnel and onto the bridge over the Mississippi River.**



**No Midwestern Granger road would be complete without several of these prairie skyscrapers. This Co-op elevator sees plenty of action during an operating session on Bob's layout.**