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1990

RAILS TO A COUNTY SEAT



B&NW Depot & Narrow Gauge Train Washington, Iowa

IOWA DEPT. OF TRANSPORTATION
LIBRARY
800 LINCOLNWAY
AMES, IOWA 50010



A PICTORIAL HISTORY

By David Lotz and Charles Franzen



The concrete platform is all that remains at South Washington when the rails were pulled in July 1982.

Cover Photo: This is the second depot built on this location. The first was burned down by bandits to cover up a robbery in 1895. Photo taken about 1898. Washington, Iowa. Credit Bernard Corbin. Collection B.R.H.S.

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3rd Printing, September 1990

Rails to a County Seat

In October of 1988, a search for photographs and information on the Burlington Route's rail line, that ran from Burlington to Washington between 1880 and 1979, brought me to Washington, Iowa to meet with Charles Franzen. I had heard he was very informed on the railroads in Washington, and had a fine collection of photographs. Needless to say I was very anxious to meet with him.

Charles was happy to share his photographs and information with me to use in an article I was preparing for the Burlington Route Historical Society's publication the "Burlington Bulletin." But he seemed somewhat disappointed when he learned that there was no definite publication date for the material. He told me about Washington's Sesquicentennial celebration being planned for the following June. He thought it would be nice to share the interesting narrow gauge stories and

short histories of the other railroads serving Washington with the local people, and the many visitors that would come to Washington to celebrate. So with permission from the BRHS, Charles and I proceeded to put together this monograph on Washington's railroads.

To our surprise, there was much more interest in our history than we had anticipated. We've sent copies all over the United States and Canada, and have almost sold out of our first two printings! We hope that you too, will enjoy reading about, and seeing through pictures what the trains that came to the Washington County seat in years past were like.

Also we wish to thank Leonard Llewellyn of The Print Shop who printed the book, and offered many suggestions to two people who have had no experience on this type of venture.

Thank you for your interest.

David Lotz
R.R. #1, Box #71B
St. Charles, Iowa 50240

David Lotz

Charles Franzen
715 West Second St.
Washington, Iowa 52353

Charles Franzen

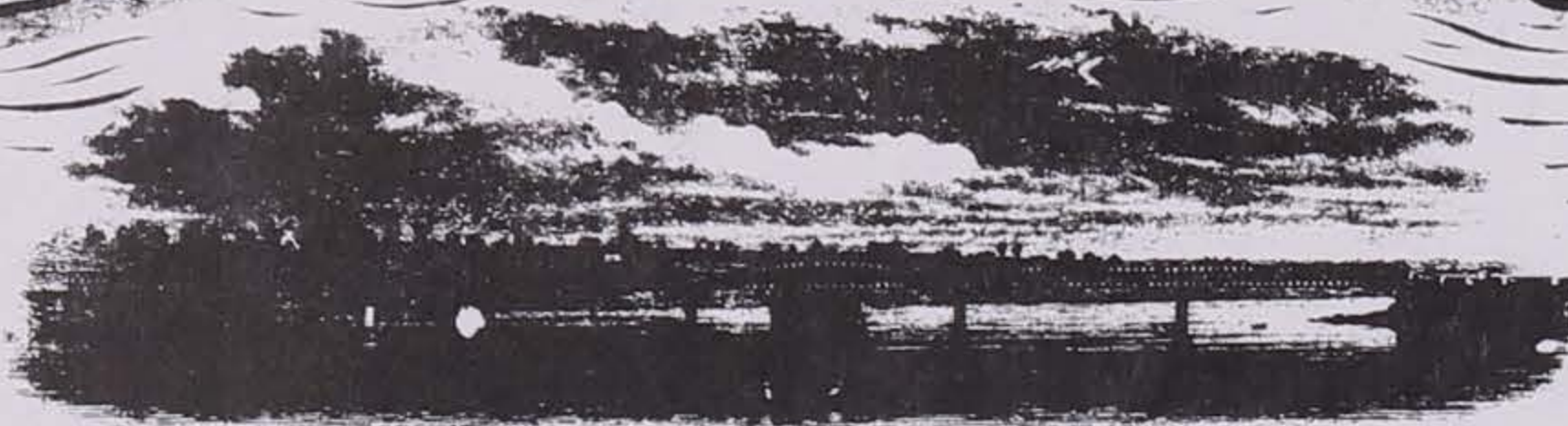


Washington celebrated the arrival of its first train on Sept. 1st, 1858
the Mississippi & Missouri Railroad.

MISSISSIPPI AND MISSOURI

No. 1635

RAILROAD



SHARES

COMPANY.

STATE OF IOWA

SHARES 100 DOLLARS EACH

This Certifies, that

entitled to _____ Dollars each, in the **Mississippi & Missouri Rail Road Company**, transferable in person or by Attorney on the Books of the Company at the office of the Treasurer in the City of New York or at any Transfer Agency established by the Company, only on the surrender of this Certificate.

Shares of One Hundred

In Witness Whereof, the said Company have caused this Certificate to be signed by their President and Treasurer. Dated at the Transfer Office in the City of New York this _____ day of _____ 18

Treasurer



President

Lith. of Henry Seibert & Bros. 97 Fulton St. N.Y.

(M&M Stock Cert.) 1635

In Dec, 1856 Washington County bought \$100,000 of Mississippi & Missouri Railroad stock and in April 1858 another \$100,000 if the railroad would reach Washington by Sept. 1, 1858. Mississippi & Missouri R.R. went bankrupt in 1864.

Railroads of Washington

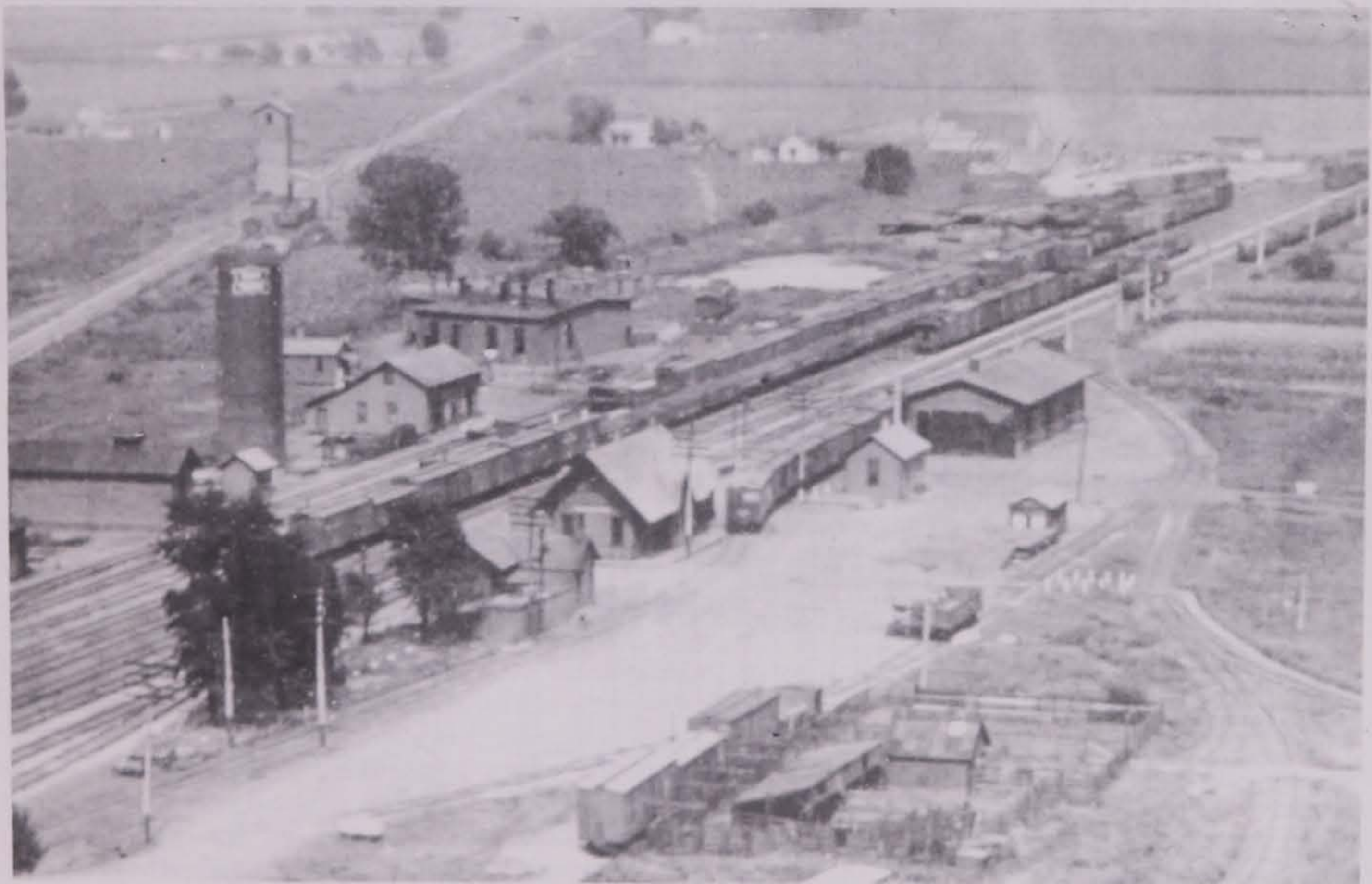
Several Railroads were proposed for Washington in the early 1850s but it wasn't until Sept. 1st, 1858 when the first train arrived in Washington. When the first train of the Mississippi & Missouri railroad arrived with 700 passengers in 13 cars, a huge celebration was held on the square. Over 5000 people were on hand by 10 a.m. to help celebrate this occasion.

For 12 years, Washington was the end of the line for the railroad. This was during the Civil War, and hundreds of soldiers arrived and departed from Washington. The people of Washington were very unhappy about the condition of the tracks and trains of the M. & M. railroad. The Rock Island railroad took over the M. & M. in 1869. Then things began to happen. In 1870 the R. I. pushed its tracks to Fairfield and beyond. Another Rock Island track was built west out of Washington, and by 1872 had reached Sigourney. In Washington the railroad built a switch yard, coal chute,

roundhouse, turntable and stockyards. This is before the railroad dining cars, and trains would stop at Washington for passengers to eat. A restaurant was built just west of the depot. Washington boomed in those days as several passenger trains stopped here daily. Some trains contained Pullman cars to set off at Washington in the early morning and picked up that evening for Chicago. This continued up to the 1920s when the automobile took a lot of the passenger business.

In 1870 another proposed railroad, the Keokuk, Iowa City and Minnesota was graded north of Washington but no rails were laid. Some of this grade can still be seen today east of the "Riverside" road.

On Jan. 19, 1880, the first narrow gauge train arrived in Washington. The track was 3 foot wide instead of 4 foot 8 1/2 inches that the Rock Island had. The Burlington and Northwestern Railroad was built up from Burlington. Washington now had two railroads serving it.



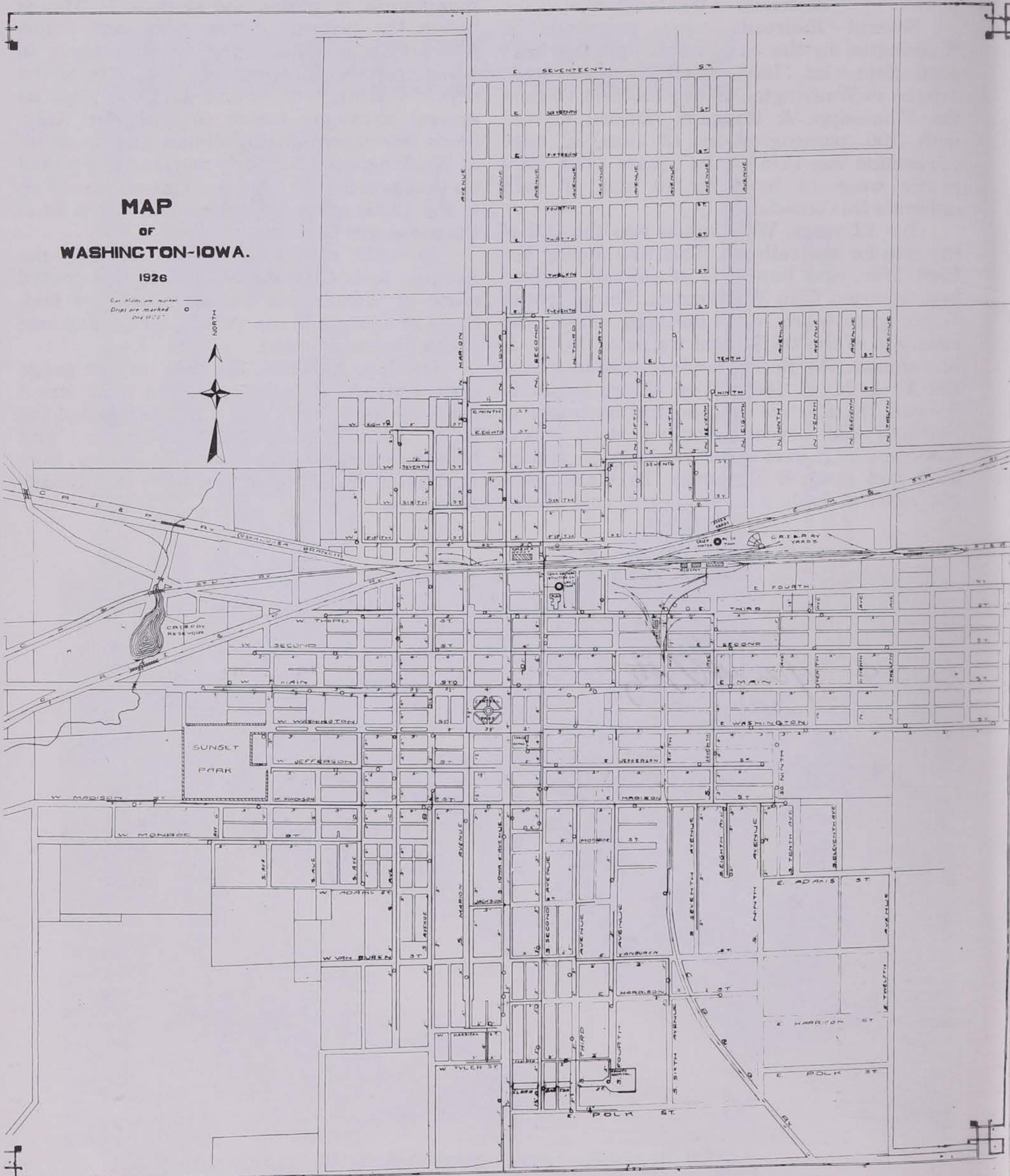
Rock Island Yards in 1921. From Iowa Southern Utilities Co.
Smoke stack. Round house near center.

IOWA DEPT. OF TRANSPORTATION,
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MAP OF WASHINGTON-IOWA.

1926

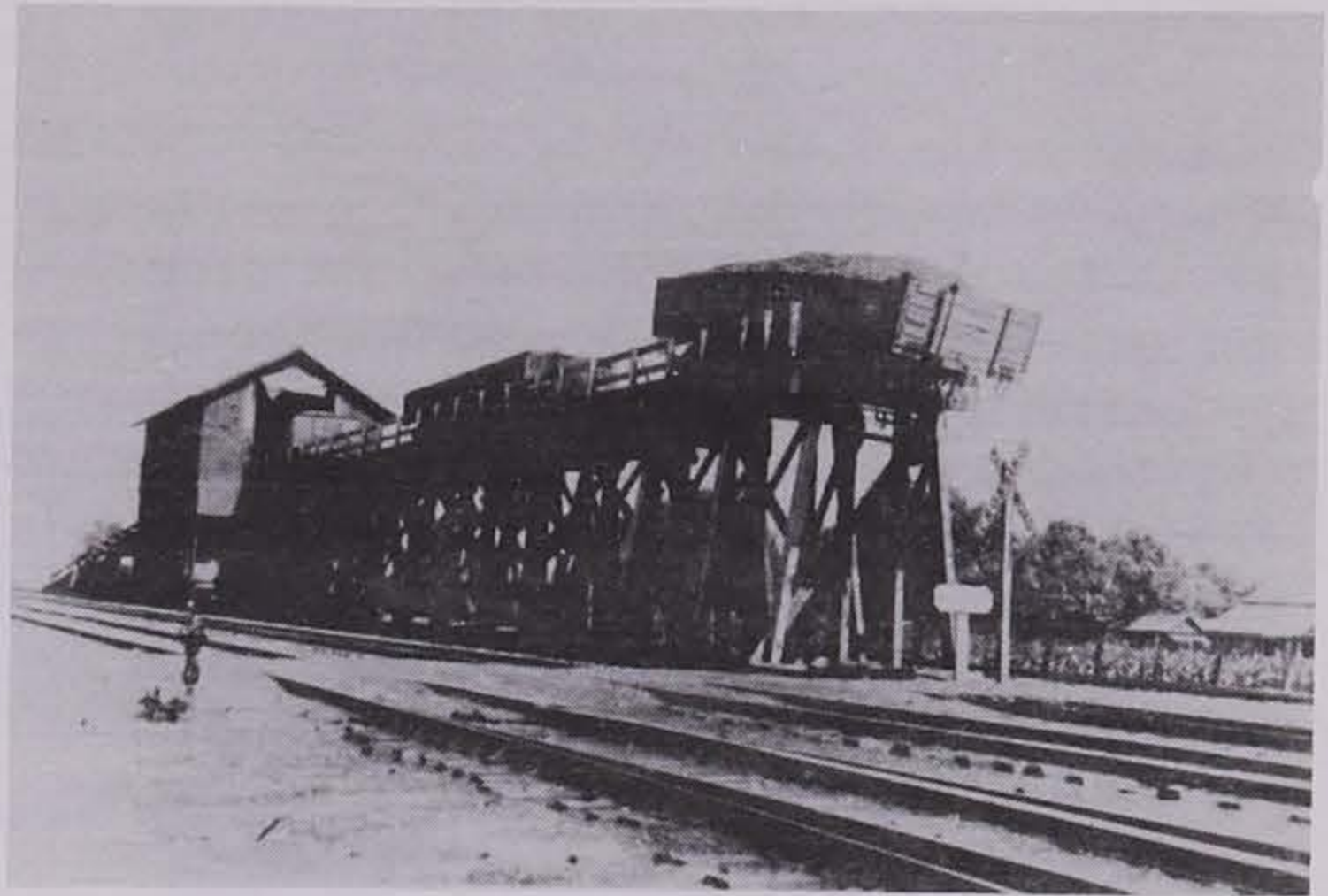
Gas Meters are marked
Drugs are marked
2nd 1926



By 1890s so much water was needed for the steam locomotives, which had grown larger, that a reservoir was built at the west edge of Washington. The water was pumped, first by steam, and later by electricity to a stand pipe in the Rock Island yards. This replaced a small pond east of the roundhouse.

Business was increasing on the narrow gauge so on June 29th, 1902 the B. & N.W. changed the narrow gauge (3') wide to standard gauge (4' 8 1/2"). Now freight cars from the Rock Island could be interchanged with the Burlington & N.W.

The Rock Island and Santa Fe had fast routes from Chicago to Kansas City, Mo. The Milwaukee railroad ran from Chicago to Cedar Rapids and down to Kansas City, thru Sigourney, a much slower route. So the Milwaukee bought trackage rights down the river to Muscatine on the Rock Island. Then in 1903 built a new cutoff railroad thru

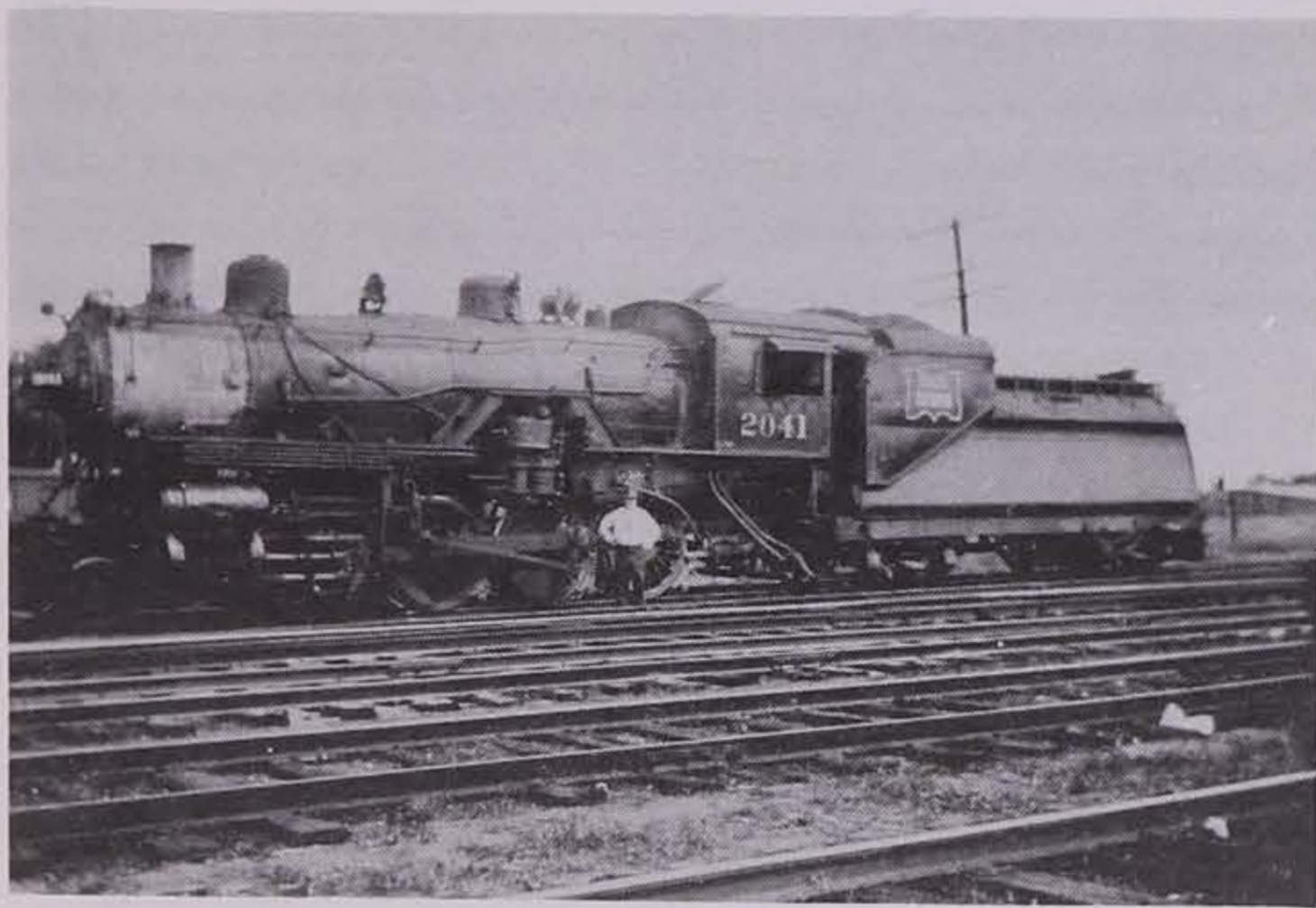


Old Rock Island Coal Chute coal Car derailed. Early 1920's. Photo by Ted Pratt who used to work here.

wasn't successful. A water tank was put in at Rubio and water from the Skunk River was used.

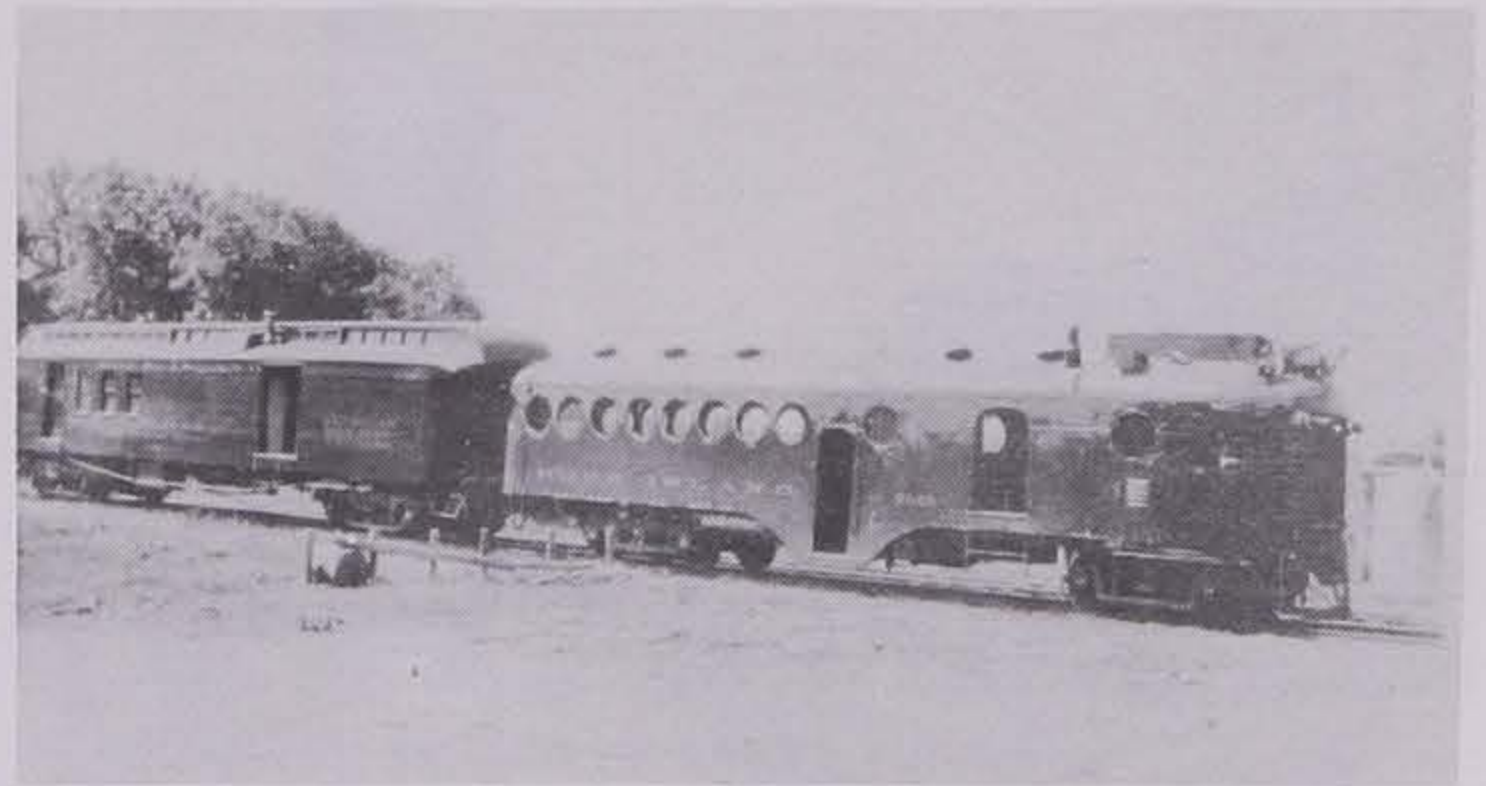
1903 marked the end of new railroads being built to Washington. There was an electric interurban line projected from Washington thru Kalona to Iowa City in the early 1900s but it was never built. About this time a municipal street car line was talked about to connect the 3 depots with the square, but it was voted down.

Things went along good for the railroads until the early 1920s. The automobile was



Rock Island Engine #2041. Rock Island Yards. Burr Bordwell, Sr. in front of engine. Sept. 1943.

Washington to Ottumwa to connect with the Kansas City line. Then 6 more passenger trains made Washington stops. The Milw. put on a new train called the Southwest Limited. A 3rd depot was built in Washington, on North Iowa Ave. The depot still stands in its original condition and location. It is said that it is the only original depot still standing in its original location between Kansas City and Savanna, Ill. Today it is used by the local model railroad club and displays old railroad artifacts. Also with the coming of the Milwaukee R.R., a new coal chute and stockyards were built. They tried to use city water in the steam locomotives but even with a water treatment plant, it



Rock Island Doodle Bug No. 9020 called the "Firefly". Ran from Rock Island, Ill to Oskaloosa. Washington, Iowa. May 17, 1928. Photo by Jay Hamilton.

taking away passengers as they became more popular. Many passenger trains were made "mixed trains" which carried both passengers and freight. The Rock Island put on gas-electric motor cars, nicknamed "Doodle Bugs" on the line to Oskaloosa. The Burlington also put one on to replace steam powered trains. A little later the Milwaukee replaced its daytime



Westbound Rock Island & unit Diesel Train. F-7 Type units. June, 1944.

steam train with a gas car from Davenport to Kansas City. In the 1930s the Rock Island tore down their roundhouse. In spite of hard times, several passenger trains continued to operate like the Golden State Limited, on the Rock Island.

In 1939 the highway, Iowa No. 1, was relocated thru Washington and an underpass was built under the tracks on North Second Ave. This was badly needed as long trains often cut off traffic from the north part of town to the south.

World War II broke out in 1941 and the railroads thru here moved a lot of war freight



Rock Island yards & water standpipe. Oil electric switcher #9014 & passenger train to Des Moines #9049. June, 1946.

troops, and some times P.O.Ws, would be marched up North 4th Ave for exercise.

While the railroads were booming from all the war traffic the Rock Island made plans to shorten its route thru Iowa. The Rock Island wanted to by-pass Washington on its main line to shorten its route from Ainsworth to Brighton.



Rock Island train takes on coal at the Rock Island coal chute. Local train on siding. Oct. 1944.

and passengers. We probably will never see the railroads that important again. All Rock Island passenger trains ran to capacity. Often if you could get a ticket to ride a train, you might have to stand to your destination. The military had priority on the railroads. The Rock Island trains, very often late, were used by Washington people all thru the war. Troop trains would often stop at Washington and as the engine was serviced for coal and water the



Rock Island Main Line looking east from North Marion Ave. June 1944.

Washington had always wanted a new passenger station, so in trade to move the main line south of town, the Rock Island agreed to build 2 new stations. One was to be 3 1/2 miles south of town on the new cutoff, and one in town to serve the Washington to Des Moines train.

Then on August 15, 1947 the new cutoff track was open for traffic. Chicago to Kansas City trains stopped at a small frame depot 3 1/2 miles south of Washington, called South Washington. In town a new brick depot was built to serve the "Doodle Bug" to Des Moines, and the Rock Island Motor Transit, the trucking branch of the R.I. railroad.

This did not work out too well for Washington's passengers to have the depot in a remote area, the depot wasn't maintained very good and in later years, after a lot of protest the R.I. trains stopped at the Ainsworth depot for Washington passengers. The South Washington depot was sold to the Izaak Walton League, and later it became a home. It is located on Highway #1, south.

In 1948, the R.I. railroad had 13 miles of track in Washington, and much of it no longer needed on the branch line thru here. So miles



Servicing Rock Island Steam engine in the Rock Island Yards 1948. Person Unknown.



Rock Island Depot. Washington people enjoyed watching the train come in. Train No. 12. Sept. 1944.



Rock Island - Milwaukee Road Underpass. Built in 1939 Milwaukee Freight Depot North Side of Tracks. March, 1945.



Rock Island Engine No. 5043. Taking on water east of Depot. April 1947.



Rock Island Reservoir west part of Washington built in the 1890's. July, 1944.



Rock Island turn table north side of Rock Island yards. June 1945.



New Rock Island Depot. North Iowa Ave. Passenger service from here to Des Moines. Sept. 1947.



Rock Island Freight Train near Skunk River Bridge on New Cutoff. June 1949.

ROCK ISLAND OPENS NEW STATION AT SOUTH WASHINGTON

Rock Island trains will operate over the new line between Ainsworth and Brighton, on and after August 15th at 10:00 am.

A new station known as South Washington is located about 3 1/2 miles from the center of Washington. This station will be open from 8:30 pm to 5:30 am. West-bound train No. 43 will make positive stop at 12:20 am. East-bound train No. 44 will make positive stop at 4:32 am.

The Imperial, train 39, will make conditional stop at 4:10 pm to discharge revenue passengers from Englewood or Chicago, and receive for Kansas City or be-

yond. Train 40 will make conditional stop at 2:12 pm to discharge revenue passengers from Kansas City or beyond and receive for Englewood or Chicago.

The Washington station will be continued and open from 6:30 am to 11:30 pm. Passengers contemplating use of The Imperial, trains 39 and 40, should arrange for conditional stop through Agent at Washington.

No change in trains 474 and 475 operating from Washington to Des Moines.

Cab service will be available from the Washington station to South Washington.

L. Goodlander, Agent
Washington, Iowa

Phone 20 or 91



ROCK ISLAND LINES

The Road of Planned Progress



New Rock Island Cutoff from Coppock Road Bridge.
May, 1947

America's Most Modern
FREIGHT SERVICE

Route of the
ROCKETS



Rock Island. South Washington Depot. 3 1/2 miles south of Washington. Looking east in July, 1948.



Constructing a new bridge on the Ainsworth to Brighton cutoff. 3 1/2 miles So. of Washington over crooked creek. May, 1947.

of track & switches were torn out. It was in 1948 also, in August, the Daily Bros. Circus came in by rail on the Burlington, and went out on the Rock Island to Davenport. The last Circus train to come in and give a show. It was unloaded on South 6th Ave. Also in 1948 the track to Brighton was torn out.

In the summer of 1949 the last R.I. steam engine was used here, being replaced by a diesel. The "Doodle Bug" that ran to Des Moines was discontinued and since no longer needed, the huge R.I. coal chute was torn down as well as the now unused turntable. In 1950 hardly anyone was riding the Milwaukee Doodle Bug from Davenport to Kansas City, so this daytime train was taken off. A lot of express and mail came to Washington on this train.



Rock Island "Doodle Bug" leaves for Des Moines. Old roadbed to Brighton in foreground. March 1948.

The stand pipe, which held water from the reservoir west of town, was removed and later the city drained the reservoir. In 1954 the other two railroads that served Washington dropped their steam engines. The Burlington in the spring and the Milwaukee in the summer was the last steam engine to run thru Washington in May with a weed sprayer and engine no. 1080.

In 1955 the Milwaukee tore down their coal chute ending all reminders of the steam engine in Washington. The railroad also closed the tower that controlled the crossing signals and made them automatic. The small tower was moved to Old Settlers grounds at Mt. Pleasant, Iowa for display.

In 1958, 100 years after the first train arrived in Washington, The Milwaukee Road



Last steam passenger train leaves Washington for Des Moines, Iowa on Dec. 1947. Train #475.

discontinued its last passenger train, the Southwest Limited, thru here. Also dropped with this was railroad mail service.

Later in the summer the 100 year old, original Rock Island passenger station was torn down. It was located about two blocks east of North 4th Ave Crossing, south of the tracks. Not much happened on the railroads for a while. Business was falling off. Track was getting in bad shape, and then in March of 1962 a Milwaukee freight train derailed on North Marion Ave. Several Cars were wrecked but no fire at least.

In April of 1964, Washington lost another railroad landmark when the Milwaukee Freight depot, located just east of the passenger station burned down. It is said that some one burning trash near the empty station set the fire.



Milwaukee Freight Depot. Continues to Burn. April, 1964.

On July 5th of 1967 the last freight train left Washington for Des Moines, then in October the track was removed from Keota to Oskaloosa.

Crane Co. came to Washington in 1968 and the Milwaukee laid a spur track to the new factory. For several years scrap iron & sand came in by rail. Now it is trucked in.

April of 1969 the Milwaukee had another wreck in Washington. This time an east bound freight train derailed in front of the depot and part of it crashed into the north railing of the underpass. It could have been worse if cars went into the underpass. Later this year the Burlington no longer let passengers ride the mixed trains. The Burlington went freight service only.

In 1973 the Burlington, now the Burlington Northern closed the depot here in



Rocky Mountain Rocket Detoured thru Washington due to a derailment at Newton. June, 1950

Things really happened in 1979. The Rock Island went bankrupt. The Burlington Northern made its last run on August 13, 1979. The Rock Island depot closed on Dec. 7, 1979 and the I.C.C. ordered the Milwaukee to switch R.I. customers. The Milw. kept a switch engine here to switch the Cargill Plant. The Milwaukee rehired the track crew.

In 1980 traffic on the Milwaukee was at a new high as Union Pacific ran trains thru here. This traffic was lost later due to the Mo. Pac. merger with the U.P. The MKT RR also ran trains thru here. On August 22, 1980 the Keota-Washington Transportation leased the Rock Island branch to Keota. At first they used a rented 1943 Whitcomb ex U.S. Army Switcher but it couldn't pull enough cars so later they leased a Milw. switcher. On April 13th, 1981 this railroad shut down.

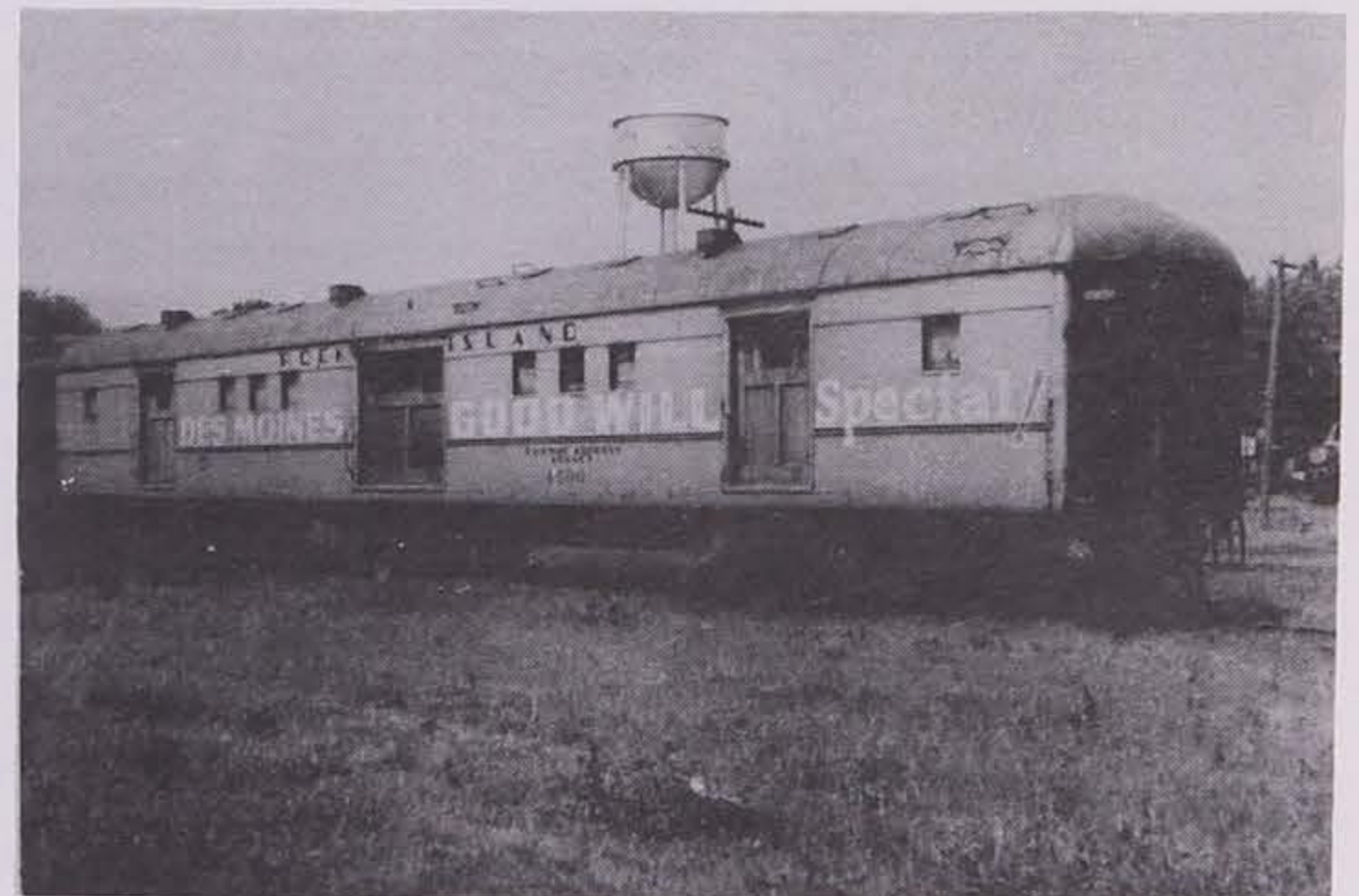


Tearing down the old Rock Island Depot. Built in 1858. Torn down in 1958.

Washington. The depot was moved to the fairgrounds later that year.

Both the Rock Island and the Milwaukee railroads were in bad shape, and to cut down on trackage the I.C.C. ordered the Milwaukee to travel over the Rock Island from Muscatine to Polo, Mo. On April 1, 1977 Milwaukee trains ran south of town of the Rock Island. The R.I. couldn't get money to repair the track and trains were always derailed that the Milwaukee came back over to their own track thru Washington on November 6, 1977.

In 1978 things looked better for the Milwaukee thru here as repair work was started. The R.I. started to run some trains on the Milwaukee. Heavy snows that winter were hard on both railroads.



Des Moines business men visited Washington with their "Goodwill Special" May 1962.

Arrival and Departure of Trains at Washington.

C., R. I. & P. E. R.

MAIN LINE—EAST BOUND.

	Arrives	Departs
No. 12 Passenger	2:57 a. m.	
No. 8 Passenger	9:15 a. m.	
No. 86 Local Freight	10:05 a. m.	11:35 a. m.
No. 94 Stock Freight	2:20 p. m.	
No. 16 Passenger	8:10 p. m.	8:15 p. m.

MAIN LINE—WEST BOUND.

	Arrives	Departs
No. 11 Passenger		12:52 a. m.
No. 15 Passenger	9:15 a. m.	9:20 a. m.
No. 85 Local Freight	12:30 noon	1:00 p. m.
No. 7 Passenger	6:35 p. m.	

DES MOINES VALLEY DIVISION.

East Bound—Arrives.

No. 294 Stock Freight	2:35 p. m.
No. 242 Local Freight	5:45 p. m.
No. 216 Passenger	7:55 p. m.
No. 8 Passenger	9:15 a. m.

West Bound—Departs

No. 241 Local Freight	7:40 a. m.
No. 215 Passenger	8:25 a. m.
No. 7 Passenger	6:45 p. m.

Nos. 15 and 16 daily except Sunday. D. M. Val. Div. daily except Sunday. Nos. 7, 8, 85, 86 daily except Sunday. Other trains daily.

F. E. STEWART, Agt.

B. & N. W. TIME CARD.

Effective March 11, 1900.

Leaves:

No. 14 Express	7:40 p. m.
No. 12 Express Daily	7:05 a. m.
No. 8 Mail & Express	4:20 p. m.
No. 10 Freight & Pass.	11:50 a. m.

Arrives:

No. 13 Express	9:20 p. m.
No. 11 Express Daily	5:55 p. m.
No. 7 Mail & Express	12:20 a. m.
No. 9 Freight & Pass.	8:05 p. m.

Close connections at Burlington for Chicago, St. Louis, Peoria, Omaha and Denver. See agent for particulars.

E. G. FOX, Agent.

(Corrected to June 1, 1916.)

C., R. I. & P.

Eastbound.

	Arrives	Departs
No. 12 Express		1:34 a. m.
No. 2 Californian		7:09 a. m.
No. 30 Lo. Pass	6:10 p. m.	6:30 p. m.
No. 50 Lo. Pass		9:45 a. m.
No. 88 Lo. Frt.		9:45 a. m.

Westbound.

	Arrives	Departs
No. 11 Express		12:13 a. m.
No. 3 G. S. Lim.		2:19 a. m.
No. 1 Californian		3:24 p. m.
No. 49 Lo. Pass	5:15 p. m.	
No. 29 Lo. Pass	8:35 a. m.	8:40 a. m.
No. 89 Lo. Frt.		1:20 p. m.

WASHINGTON BRANCH.

	Arrive
No. 450 Local Passenger	9:40 a. m.
No. 430 Local Passenger	6:05 p. m.
No. 836 Local Freight	4:30 p. m.

Leave
No. 429 Local—Passenger .. 9:05 a. m.
No. 449 Local Passenger .. 5:20 p. m.
No. 835 Local Freight ... 6:30 a. m.
Local Freights, Nos. 835, 836, 88 and 89 and local passengers, 429, 430 and 450 are daily except Sunday.

H. W. RUSSEL, Agent.

C., M. & ST. P.

Westbound.

No. 25 Pass. So'west Lim.	12:44 a. m.
No. 3 Passenger	8:47 a. m.
No. 91 Local	11:40 a. m.

Eastbound.

No. 26 Pass. So'west Lim.	1:31 a. m.
No. 8 Passenger	7:18 p. m.
No. 92 Local	11:40 a. m.

Nos. 91 and 92 daily except Sunday.

W. E. LINDSAY, Agent.

C., B. & Q.

	Arrive
No. 3 Passenger	9:27 a. m.
No. 9 Passenger	6:10 p. m.

	Depart
No. 10 Passenger	9:37 a. m.
No. 92 Accommodation	10:30 a. m.
No. 4 Passenger	6:20 p. m.

All trains daily except Sunday.

J. E. KUNATH, Agent.

OCT. C. R. I. & P. 1944

Westbound

No. 3 Golden State Limited	daily	1:55 a. m.
No. 11 Southwest Express	daily	3:50 p. m.
No. 43 Californian	daily	regular stop
		2:34 a. m.

Eastbound

No. 12 Southwest Express	daily, regular stop	3:30 p. m.
No. 44 Californian	daily	regular stop
		2:34 a. m.
No. 4 Golden State Limited	daily	5:43 a. m.

Note —
No. 3 stops Washington for sleeping car passengers Kansas City and beyond.

No. 43 stops Washington for coach passengers Kansas City and beyond.

No. 4 stops to discharge California passengers only.

OSKALOOSA BRANCH

	Depart
No. 430, daily except Sunday	7:00 a. m.
No. 429, daily except Sunday	1:00 a. m.

L. GOODLANDER, Agent

C. B. & Q.

	Arrives	Leaves
No. 23 Mixed Train	10:45 a. m.	
No. 22 Mixed Train	11:30 a. m.	

All trains daily except Sunday

G. F. ANDERSON, Agent

C. M. & ST. P. & P. R. R. CO.

West Bound

No. 3 Davenport-Kansas City local	departs	9:58 a. m.
No. 25 Southwest Limited	departs	1:12 a. m.

East Bound

No. 8 Kansas City Davenport local	departs	5:14 p. m.
No. 26 Southwest Limited	departs	1:12 a. m.

Nos. 3 and 8 daily except Sunday

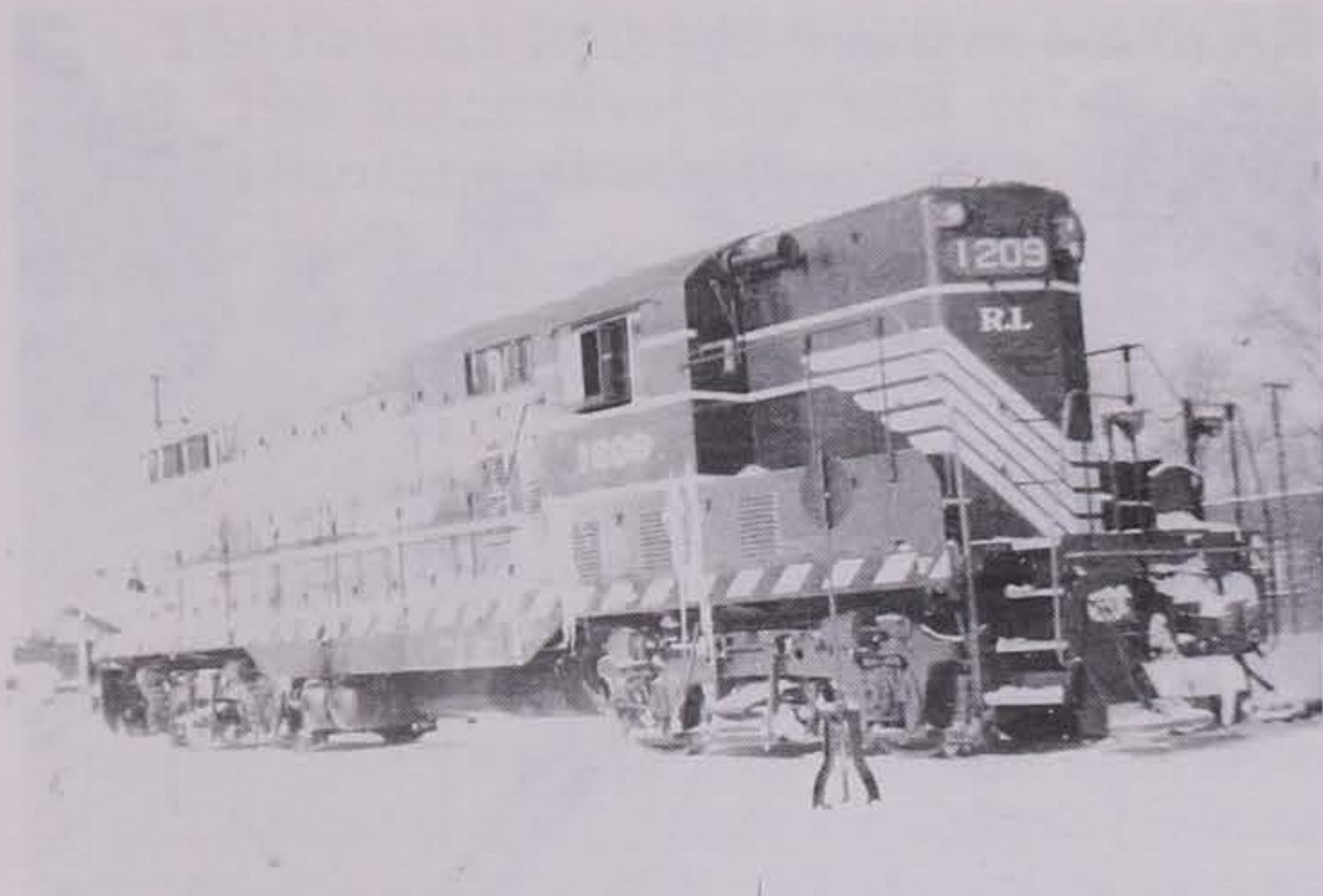
W. C. BELL, Agent



Mr. Robert Capps. Last Milwaukee depot operator. Dec. 6, 1977.



One of the last depot agents for the Rock Island. Raymond G. Job. Nov. 11, 1967.



Rock Island #1209 waits for a work assignment. N. 4th Ave. March, 1958.



Rock Island Snowplow. Fights the heavy 1980 snow.

By 1981 the Milwaukee was a well run railroad and the track thru here in good shape, but it was bankrupt and had to be sold. The Grand Trunk Western Railroad made an offer to buy. Then the Chicago Northwestern made a larger offer.

On March 11, 1981 Commercial Metals Railroad Salvage Co. began to remove the Burlington Northern track from Washington to Mediapolis. By June the Branch line was gone.

1982 started out with a \$3,000,000 wreck on the Milwaukee. Early in the morning on April 18 an eastbound train was waiting on the siding for a westbound. A car derailed about a mile east of town and it struck the parked train turning over the lead engine. The crew jumped to safety but 3 locomotives went up in smoke as well as cars, trucks and lumber.

The Milwaukee purchased the Rock Island track from Washington to Davenport. This line was better and they could serve the new Louisa Power Plant with coal trains. New welded rail

was installed from here to Ainsworth. The Rock Island Cutoff, built in 1947, from Ainsworth was torn out to near Centerville.

In 1983 several farmers and business men purchased the Keota branch from the R.I. They formed the Kewash R.R. and purchased a used diesel engine. The Milwaukee built a new section foreman building across from the depot and moved into it that November. The Milwaukee track, no longer used, was torn out from Washington to Muscatine thru Conesville.

In the spring of 1984 Cargill shut down its soy bean plant in Washington. The Milwaukee took its switch engine out of Washington. Several carloads of bean meal and oil were shipped daily. Kewash started repairing its tracks to Keota in June. On October 6 the first freight was hauled over the line to Keota. Several carloads of fertilizer. The Old Milwaukee depot, built in 1903 went up for bids. It was purchased by 15 people who wanted to preserve it.



Keota Washington Transportation Co. Leased this Whitcomb switcher #54, Oct. 30, 1980.



Keota & Washington Transportation Co. Leased this Milw. #877. Arriving back from Keota. N. Ave. D. Crossing. Feb. 9, 1981.

On Feb 8, 1985 the Milwaukee Road was purchased by the Soo Line R.R. The C.& N.W. R.R. fought hard to buy it, but the bid was turned down.

Early in the spring the Kewash R.R. hauled 3, 108,000 lb. compressors to Keota for the Nat. Gas Pipeline Co. Two ex R.I. coaches arrived on June 26, from the Great Iowa Railway Museum at West Liberty. They were operated from Keota for Keota's annual Fun Festival, and from Washington on Sunday afternoon from July to Labor Day. The Iowa Chapter of the N.R.H.S. chartered these coaches for a trip to Keota on October 26th.

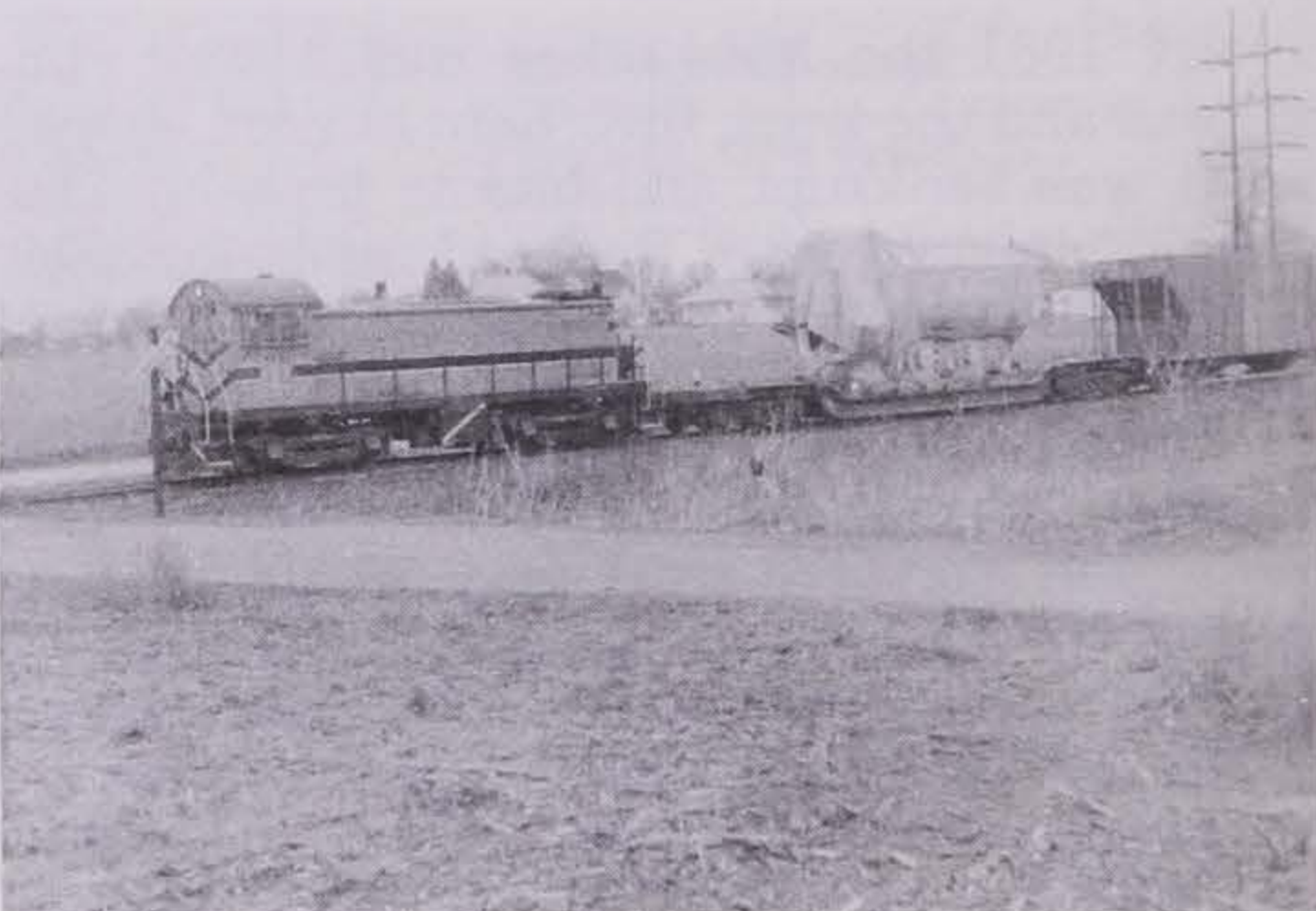
In the spring of 1986 the Kewash R.R. stopped running and the bank put the railroad up for sale. The Soo Line started to run double stack container trains from Long Beach, Calif. to Chicago. These containers are unloaded from ships.

In 1987 the Washington Model Railroad Club moved into the ex Milwaukee depot and set up a model railroad layout and other railroad exhibits.

In 1988 a new roof was put on the old Rock Island freight house and it became a feed mill. The two ex R.I. coaches used by Kewash were returned to Washington, and were shipped out to a R.R. Museum at Union, Ill. on May 19.



Kewash rebuilds track. Connection to Milwaukee Railroad. N. Ave D. August, 1983



Kewash R.R. heads to Keota with one of the N.G.P.L. Co. Diesel Compressors. March 30, 1985.



Crossing Highway 92 & 1. The Kewash train heads for Keota with an Ia. Chapter, N.R.H.S. Fan Trip. Oct. 26, 1985

The Kewash Railroad was torn out in April 1989. The locomotive was sold to the South Dakota Southern Railroad and was shipped to them.

Whats ahead for the railroads in America we don't know. It's really up to our government. With a government spending almost un-limited amount of money on highways, airport and waterways, the privately owned railroads maintain their own system and pay property taxes on it. Washington is now down to one railroad, the Soo Line. Most Washington County towns no longer have rail service. Iowa, once with 10,019 miles of track, now has little over 3,000.

If the railroad are to survive into the twenty first century some sort of government help may be needed. Railroads use less fuel per ton mile and are better for the environment.

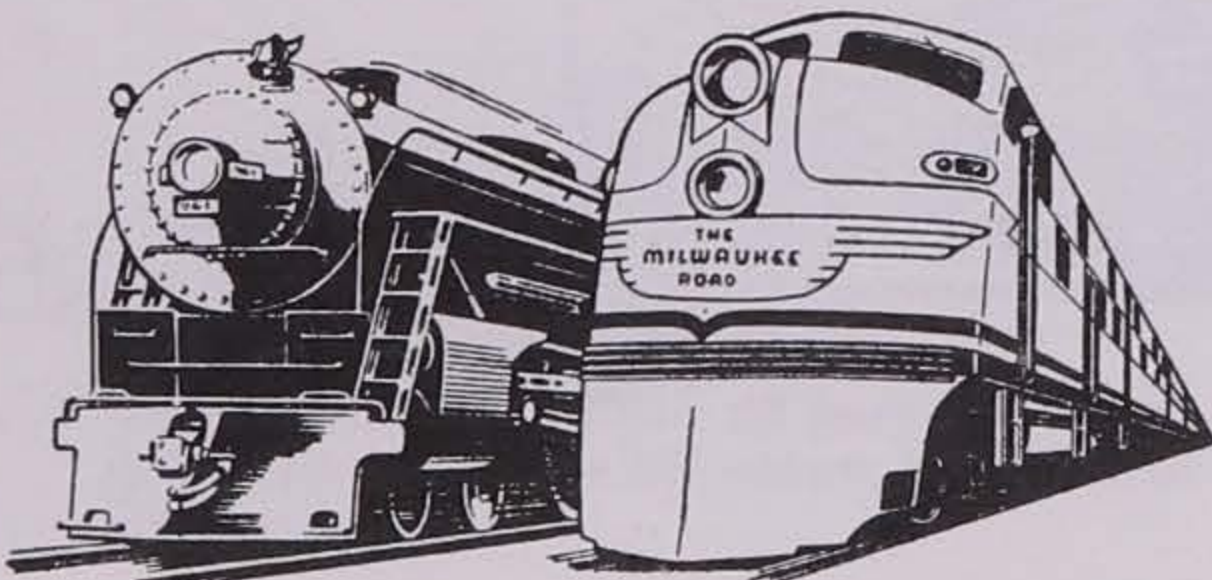
If America does loose its railroads it will pay a higher price for future transportation needs.

Charles Franzen

SEPTEMBER 26, 1948

The MILWAUKEE ROAD

CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC

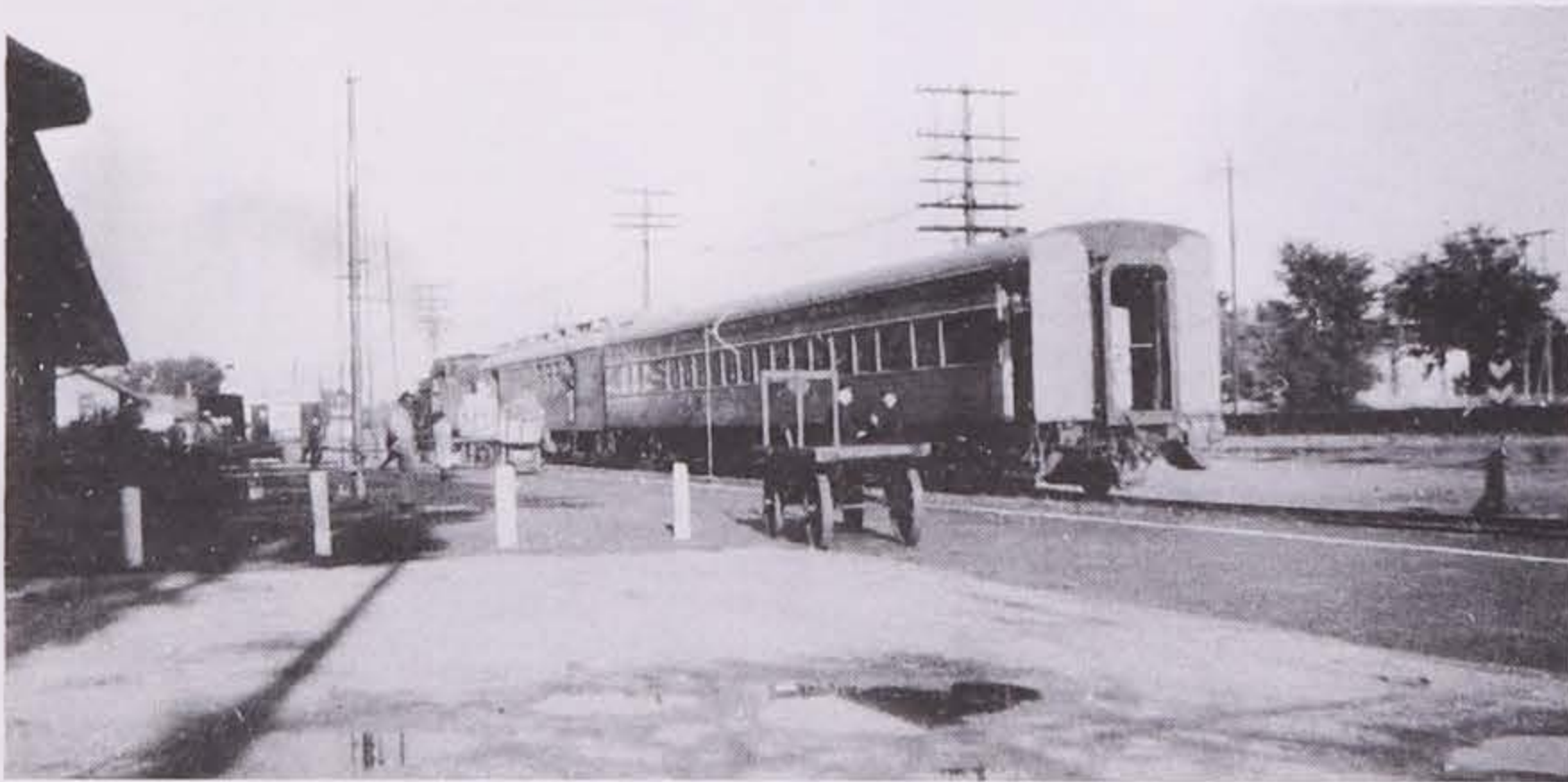


Kansas City Division		Chicago-Savanna-Davenport-Ottumwa		Excelsior Springs-Kansas City	
READ DOWN		Route of The Southwest Limited		READ UP	
	★ 107-25 Daily	Miles	Table 10 Central Time	★ 26-108 Daily	
	PM 7 05	0	Lv. Union Station Chicago	AM 9 10	
		3	Western Ave.		
	⑩ 8 59	37	Lv. Elgin	⑩ 8 10	
		80	Ar. Davis Jct.	7 05	
	9 30		Ar. Bus Rockford Bus	6 25	
	8 05		Lv. Davis Jct.	7 35	
	8 59	120	Lv. Lanark	7 05	
	9 51	128	Ar. Mount Carroll	6 09	
	10 03	138	Ar. Savanna, Ill.	5 57	
	10 20		Lv. Dubuque	5 35	
			Ar. Dubuque	6 00	
	7 10		Lv. Savanna	4 50	
	10 55	138	Ar. Sabula, Iowa	4 41	
		141	Elk River Jct.*		
		147	Lyons (Clinton)		
		155	Clinton	4 05	
	11 43	158	Camanche	3 47	
	⑩ 1151	163	Princeton	3 35	
	⑩ 1205	173	LeClaire	3 28	
	⑩ 1212	179	Pleasant Valley		
	⑩ 1225	184	Bettendorf		
	12 35	190	Ar. Davenport	3 10	
	12 45	193	Lv. Nahant*	3 00	
		197	Linwood	7 10	
		201	Montpelier*	6 55	
		207	Fairport*	6 49	
		213	Muscatine	6 38	
		221	Ardon	6 29	
		229	Cranston*	6 17	
		233	Cone	6 17	
		238	Gladwin*	6 17	
		242	Haskins*	6 17	
		248	Washington	6 17	
		256	Titus*	6 17	
		262	Wellston*	6 17	
		265	Rubio*	6 17	
		271	Richland	6 17	
		274	Linby	6 17	
		282	Farson	6 17	
		289	Rutledge*	6 17	
		298	Ottumwa (Sherman St.) Lv	6 17	
		301	Ottumwa (Jefferson St.) Lv	6 17	
		302	Ottumwa (Sherman St.) Ar	6 17	
		308	Bidwell*	6 17	
		315	Blakenburg	6 17	
		321	Brompton*	6 17	
		326	Moravia	6 17	
		334	Rathbun*	6 17	
		338	Mystic	6 17	
		344	Jerome*	6 17	
		350	Seymour	6 17	
		358	Sewal, Iowa	6 17	
		366	Powersville, Mo	6 17	
		372	Lucerne	6 17	
		379	Newtown	6 17	
		384	Harris	6 17	
		391	Osgood	6 17	
		397	Galt	6 17	
		405	Laredo	6 17	
		412	Chula	6 17	
		416	Sturges*	6 17	
		422	Chillicothe	6 17	
		432	Dawn*	6 17	
		436	Ludlow	6 17	
		442	Brayner	6 17	
		450	Cowgill	6 17	
		456	Polo	6 17	
		463	Elmira*	6 17	
		469	Lawson	6 17	
		475	Excelsior Springs	6 17	
		480	Moseby*	6 17	
		483	Stockdale*	6 17	
		488	Liberty	6 17	
		493	Birmingham*	6 17	
			President Harry S. Truman Bridge		
			Missouri River		
	6 40 PM	7 40 AM	Ar. Kansas City Union Station	9 00 AM	7 45 PM

BUY U.S. SAVINGS BONDS



Milwaukee Depot, built in 1903, as it appeared in 1948. At this time open 24 hrs. a day, 7 days a week. 4 passenger trains stopped here.

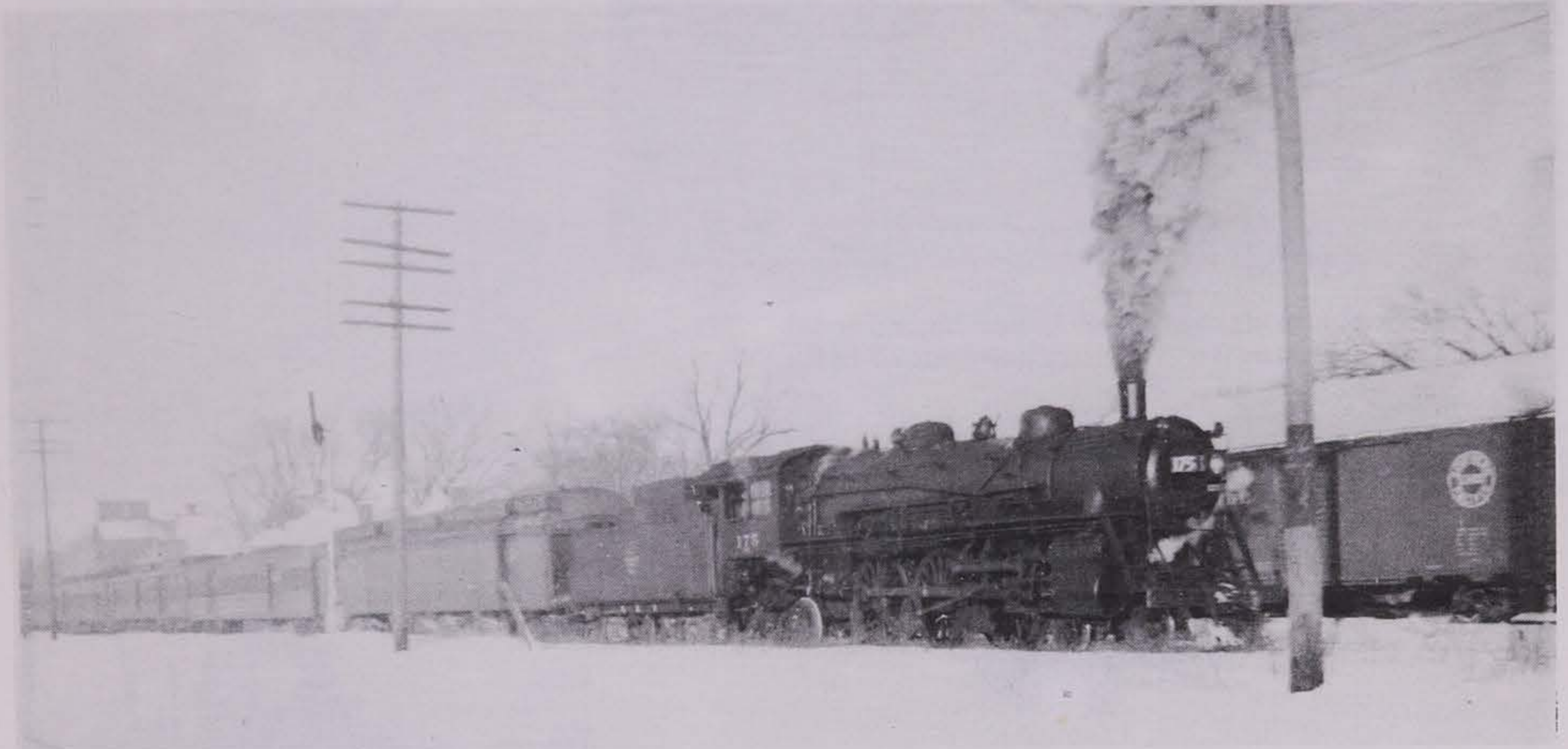
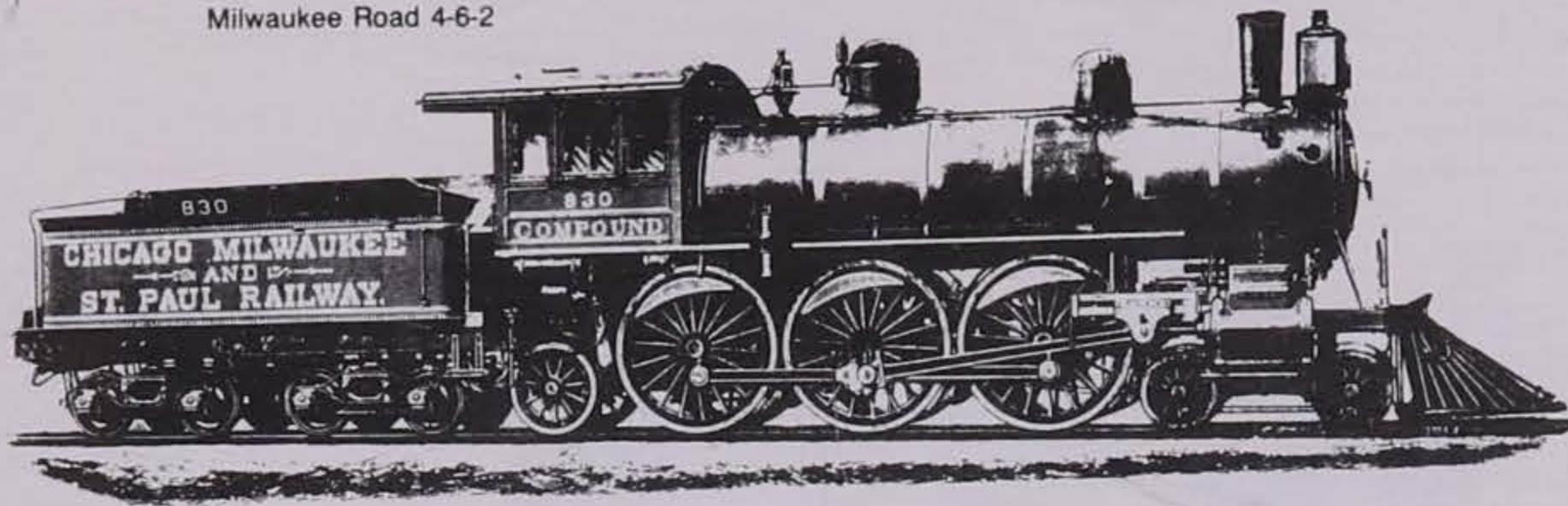


Eastbound No. 8 stops for passengers, unloads mail & express. Milwaukee Depot stop. Summer of 1950.

Westbound Milwaukee "Doodle Bug" No. 3 stops at Washington Depot. These gas-electric trains were painted orange. Winter, 1948.



Milwaukee Road 4-6-2



Heavily loaded with Christmas mail & express, No. 26 the "Southwest Limited", running late on a December 1952 day.



Milwaukee Passenger #3 leaves Washington, going past the Farmers Store Elevator. Summer of 1950.

PASSENGERS RECEIPT FOR TICKET LIFTED BY CONDUCTOR

IMPORTANT - PRESERVE THIS
until called for by Train Conductor.
It identifies your Railroad Ticket
taken by him for this trip and train
only. Any unused portion of your
ticket will be returned to you be-
fore you leave this train. SEE
THAT UNUSED PORTION IS RE-
TURNED TO YC BEFORE DEPART-
URE FROM CA



B 428578

FIRST CONDUCTOR PUNCH HERE

451732

TRAIN NO. 25

DATE 4-21-58

NOTICE TO PASSENGER
This slip is a receipt for
your railroad transportation
and should be retained until
completion of journey.

NO TRANSPORTATION
TO BE RETURNED.

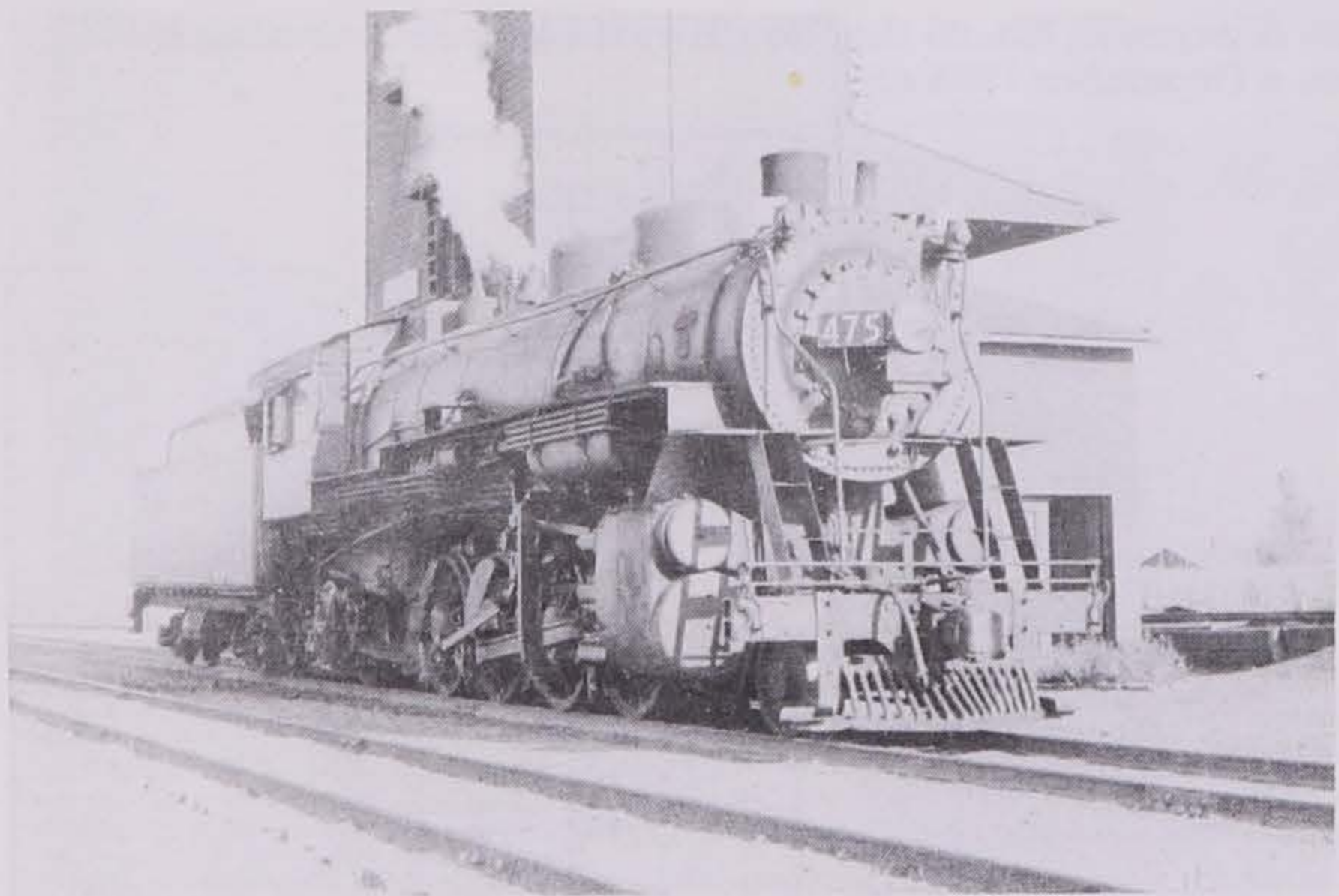




Milwaukee No. 487 a 2-8-2, westbound local freight train. Washington, Summer of 1946.



Milwaukee No. 484 a 2-8-2 westbound local freight Washington. Both coal chutes are shown in background. North 4th Ave. 1948.



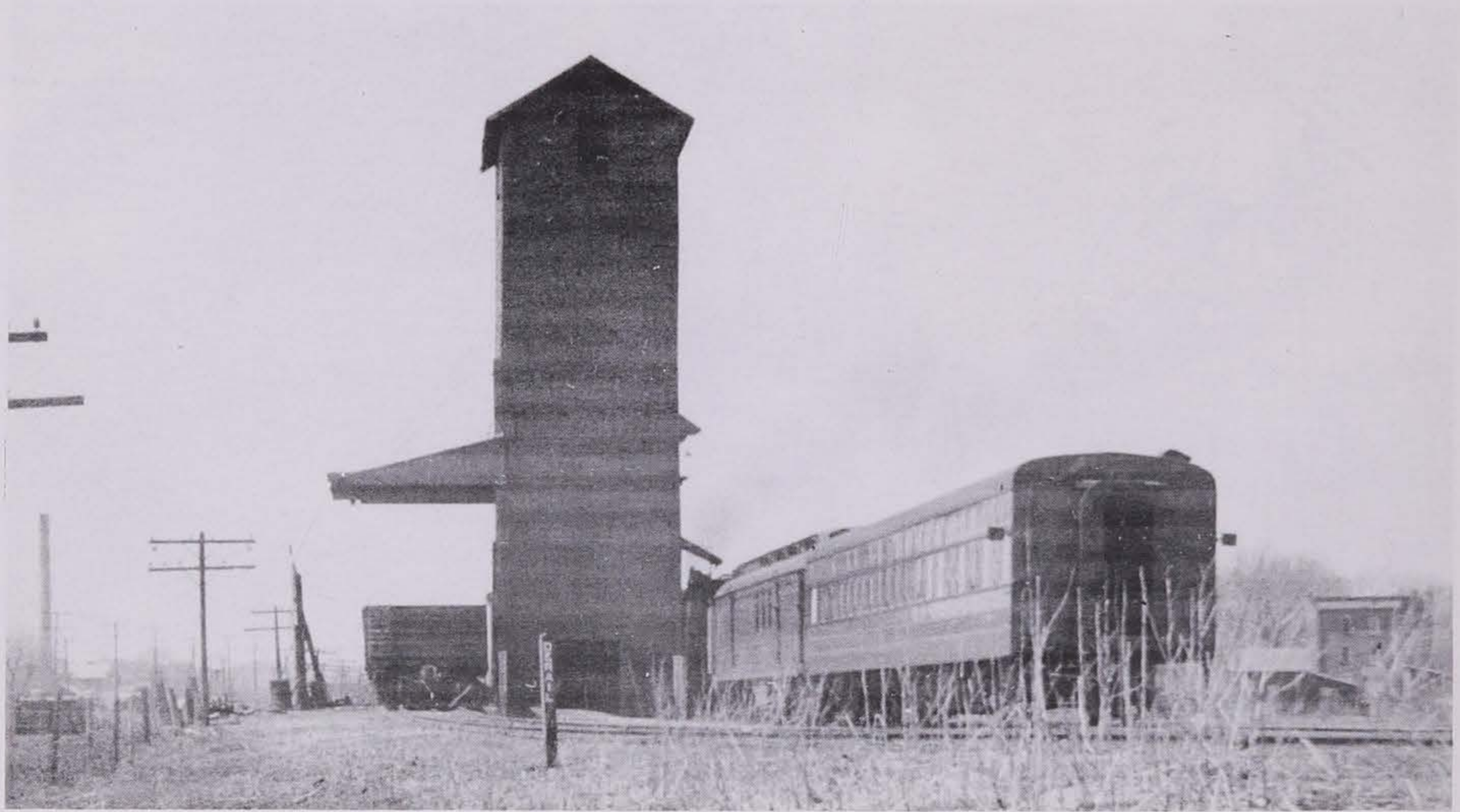
Milwaukee #475 2-8-2. Taking on coal at the Washington coal chute. June 1949.



Westbound Milwaukee #475 2 miles west of Washington, June, 1949.



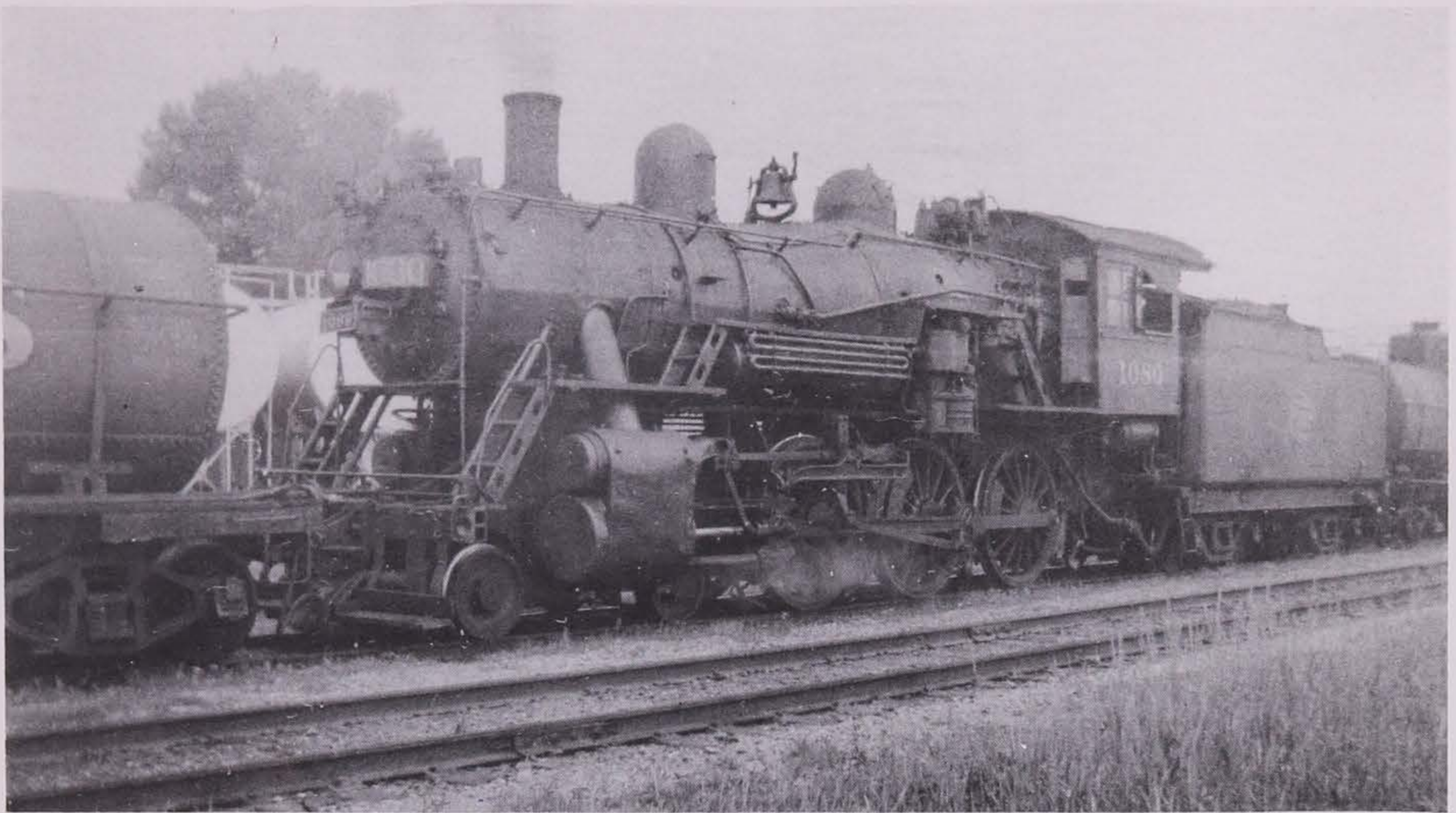
Milwaukee No. 337 2-8-2 switching on Rock Island transfer track. 1952.



Milwaukee No. 3 westbound takes on coal at the coal chute. May 1951.



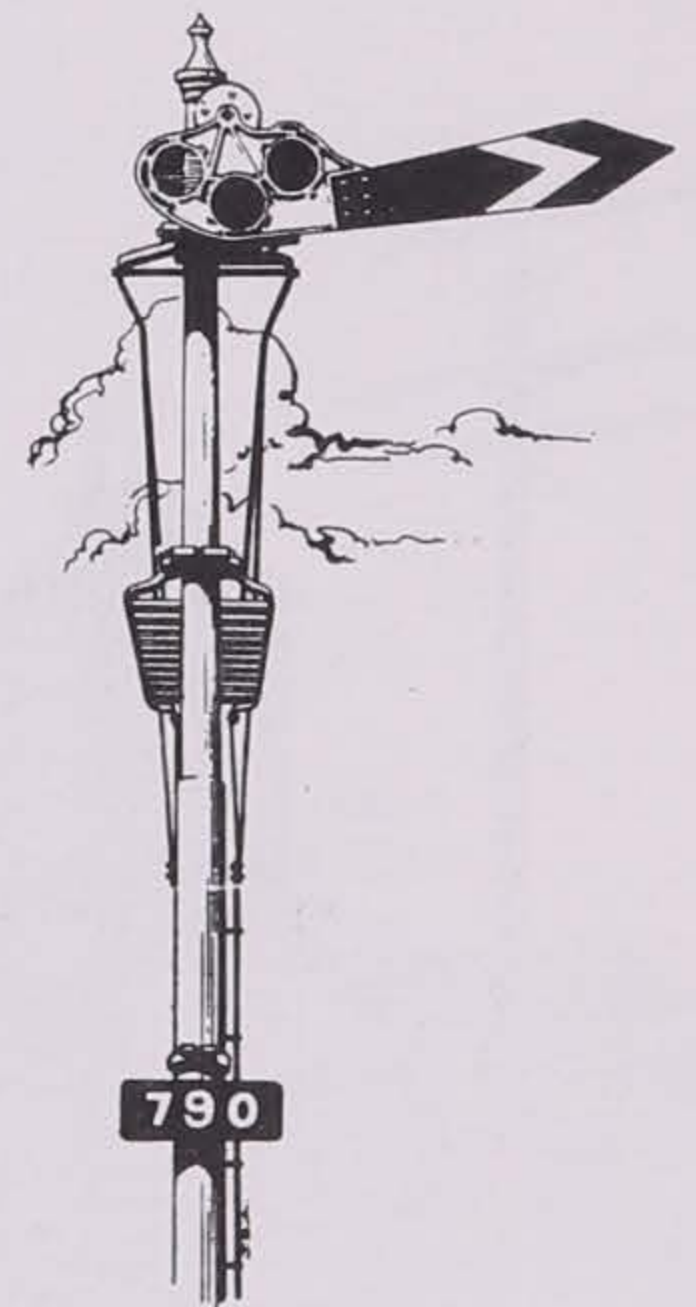
**Dead steam engines head east to scrap yard. No longer used, replaced by diesel engines.
March, 1952.**



Milwaukee No. 1080 4-6-0. This 10 wheeler, with weed spraying equipment, was the last live steam engine to pass thru Washington, Iowa. May, 1954



**Westbound Milwaukee 41-D type F40C-ABBA
Freight. No. 12th Ave., Washington. June, 1950.**

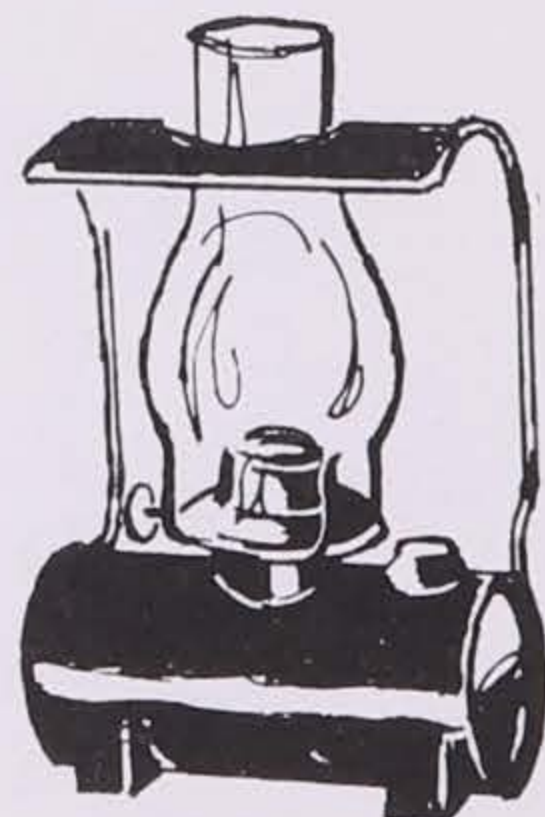




End of the Milwaukee Coal Chute came in March, 1955 when a local contractor tore it down. Washington's last steam landmark.



Milw. - Rock Island Tower. Tower now stands at the Old Threshers Reunion grounds at Mt. Pleasant, Iowa. Was used to control crossing lights. Nov. 1949.





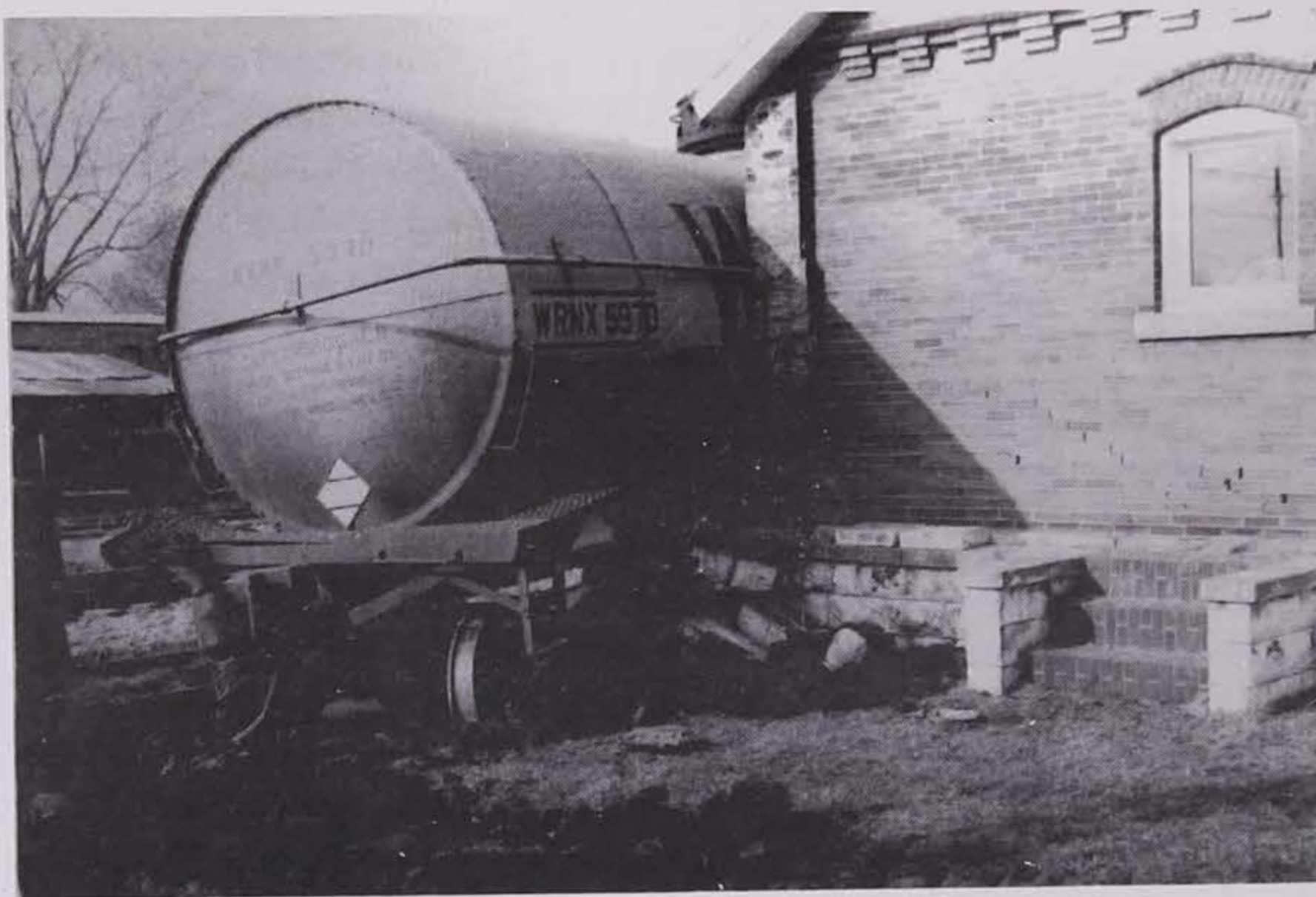
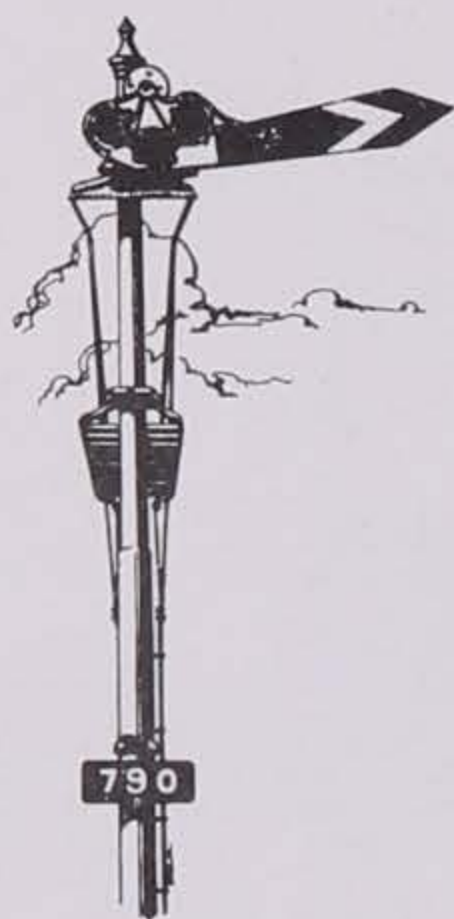
Milwaukee Freight Depot burns. April, 1964. Several I.S.U. employees help push R.R. bunk car away from flames to save car during noon hour. Employees involved in the "great train push", were Lue Clarahan, Marion Cady, John Schenk and Boyd Siefka.

**THE
MILWAUKEE
ROAD**



Milwaukee Freight train eastbound, wrecked from a burned off axle. Almost went into the underpass. April 2, 1969.



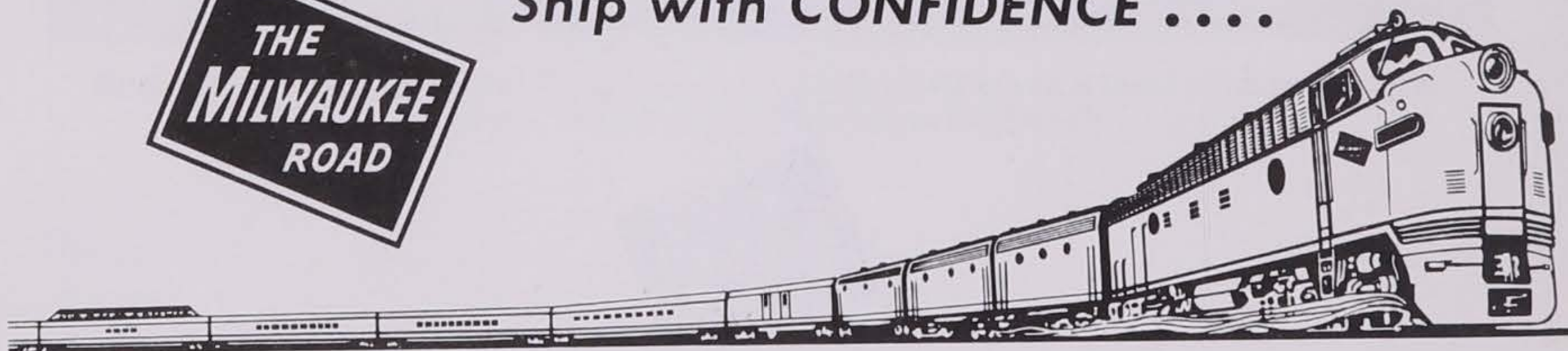


Milwaukee train derailment in March, 1962. Tank Car hit corner of a building owned by John Shields & Co. on North Marion Ave.

Travel with **PLEASURE**



Ship with **CONFIDENCE**



Milwaukee #165 westbound No. Iowa Ave. Looking south toward downtown. May 26, 1980.





Milw. Switcher #607. Engineer "Slick" Thomas of Ottumwa. Oct. 1, 1980. Getting ready to switch Cargill.



Soo Line Depot. Jan 5, 1986. Washington, Iowa.



Milwaukee Train wreck east edge of Washington. \$3,000,000 damage to two trains. April 18, 1982.



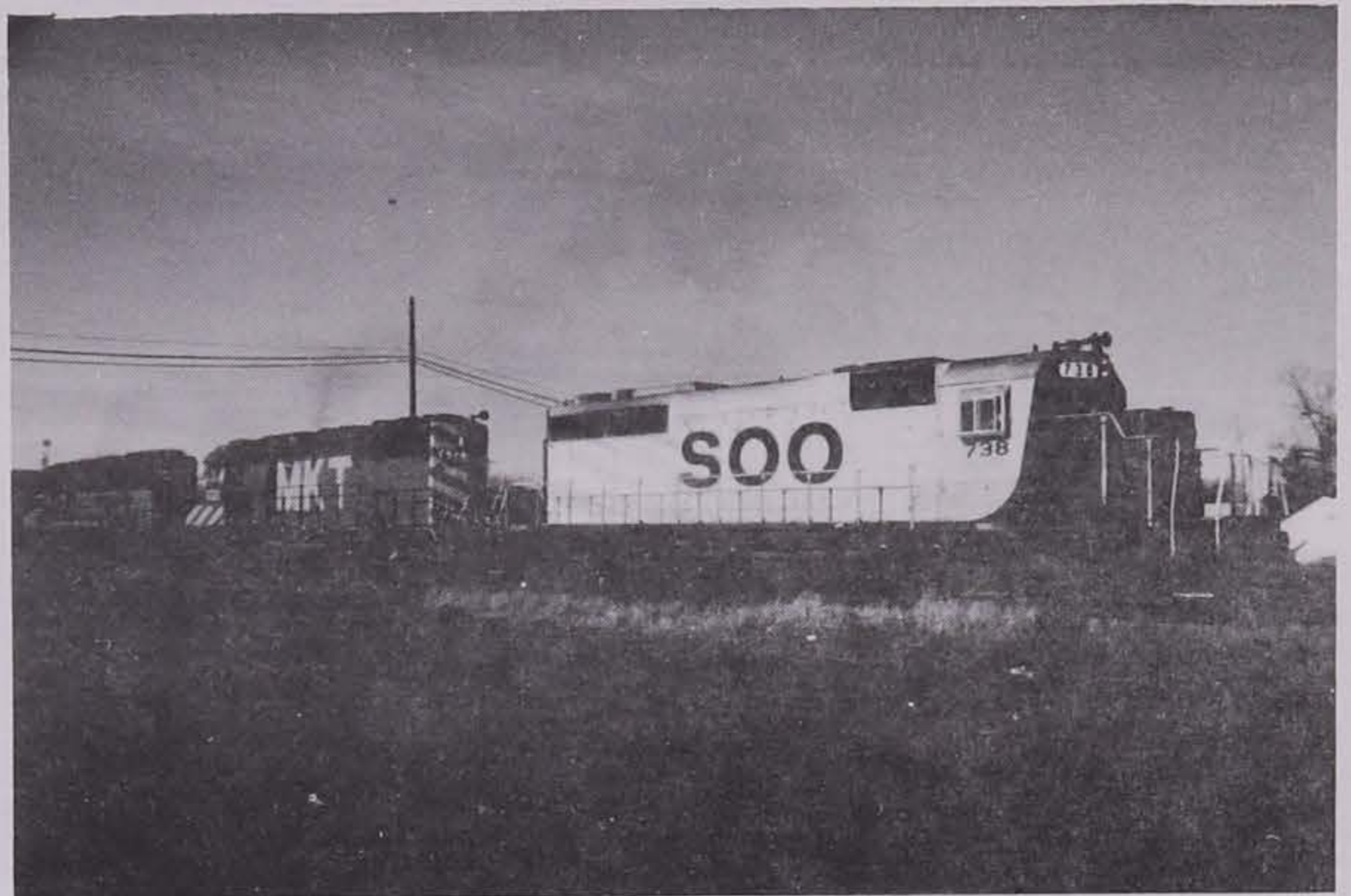
Milwaukee #2044 bucks the snow to Washington. Jan. 26, 1979. No. 4th Ave.



3 unit Milwaukee westbound past depot Washington. March, 1977



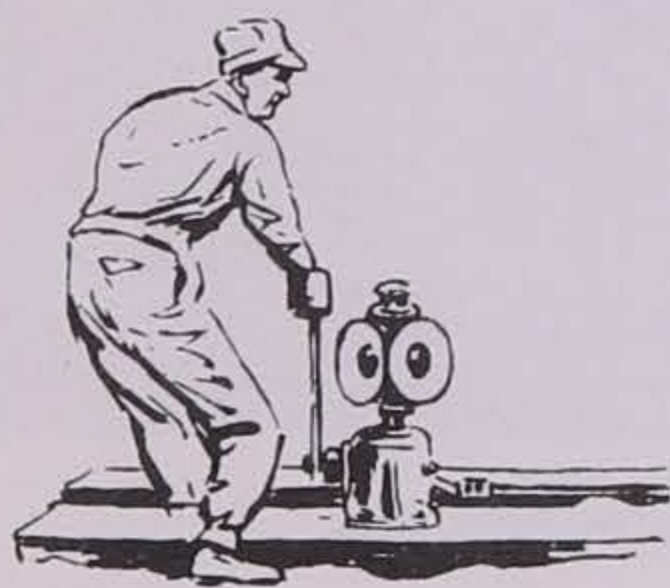
1 Soo, 1 MKT, 1 Milwaukee Unit
heads east on Dec. 14, 1986.
North 4th Ave. Photo by Gerald
Franzen



Auto's being hauled thru on
Milwaukee Train. West 3rd St.
near trestle Washington. Dec. 4,
1977.



Washington's largest Rail
Shipper was Cargill, Inc. May 8,
1983.



THE BURLINGTON AND NORTHWESTERN
NARROW GAUGE RAILROAD
THE CHICAGO, BURLINGTON AND
QUINCY RAILROAD
THE BURLINGTON NORTHERN RAILROAD
By David Lotz



CB&Q #2583 heads down South 6th Ave., Washington, Iowa. November 1951

Even though there is very little evidence that the railroad down the middle of South Sixth Avenue ever existed, the "Burlington" railroads in one form or another provided almost 100 years of service to Washington. The railroad evolved from the Burlington and Northwestern Narrow Gauge Railroad, into the Chicago, Burlington and Quincy, and finally into the Burlington Northern.

The term "narrow gauge" loosely defines the distance between the two rails, standard gauge being 4' 8 1/2", and most narrow gauges only 3'. The benefits of using a narrower gauge were many; less grading, smaller bridges, less expensive equipment, just to name a few. In some instances the cost of such a line was less than 40 per cent the cost of a standard gauge road. These characteristics were the prime consideration for 14 different railroad companies building over 575 miles narrow gauge tracks in the state of Iowa. The narrow gauge lines were readily adaptable to Iowa's topography, and before the turn of the 20th century they would represent approximately 5% of the total railroad mileage in the state.

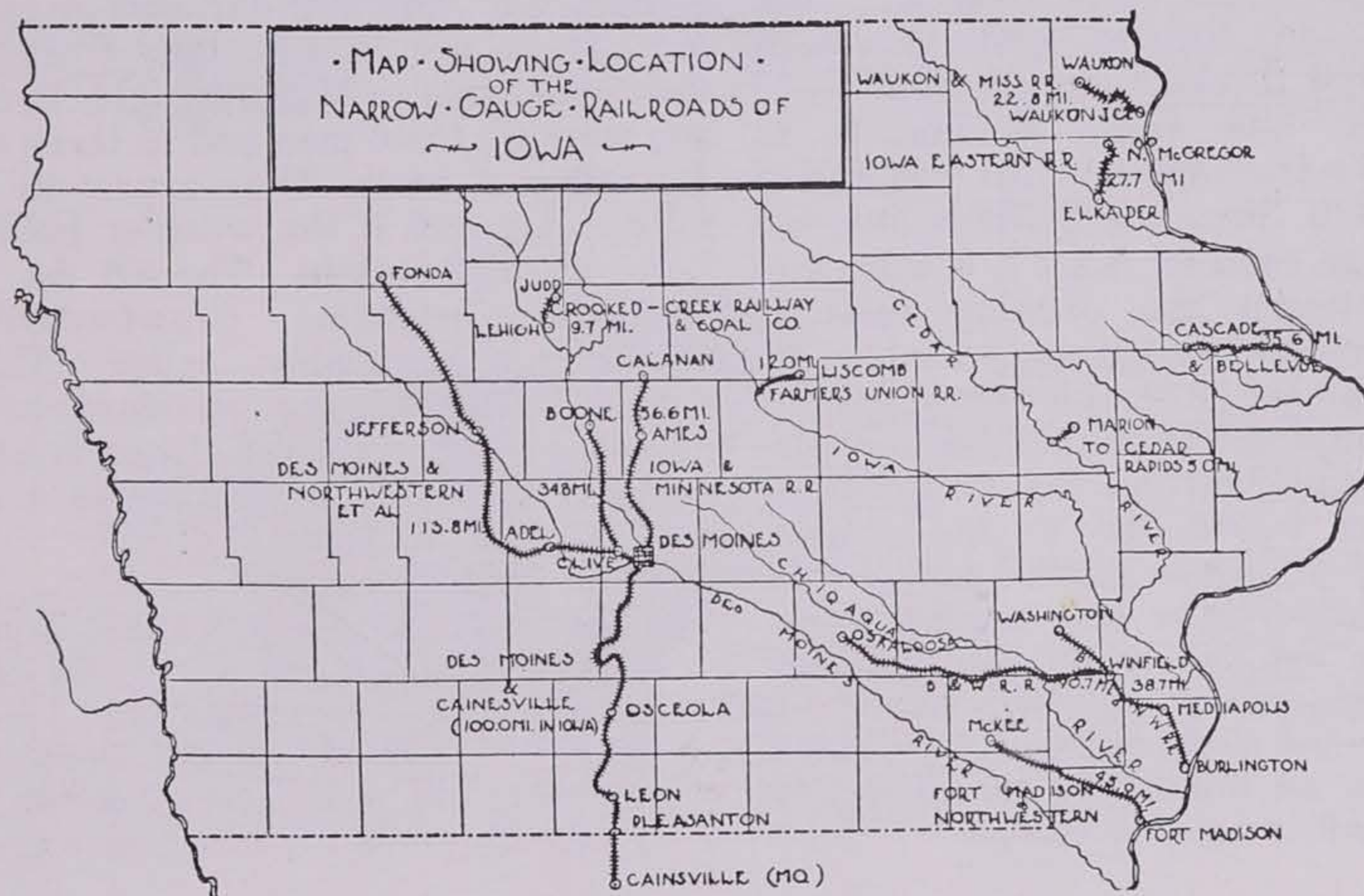
During the early 1870's, after the main railroad systems in Iowa had been established, a demand developed from the people in isolated communities to have adequate transportation services provided. Keen businessmen looked for a way to satisfy their needs, without the prohibitory costs of a standard gauge road. One

such group of men existed in and around Burlington, and on March 3, 1875 they organized the Burlington and Northwestern Narrow Gauge Railway Company.

The enthusiastic meeting, reported in the RAILWAY GAZETTE, proposed "... the road to be built on the great divide of Iowa, in a northwestern direction seeking an ultimate connection with the Northern Pacific Railway at some point in Minnesota."

The incorporators, as listed in the articles of incorporation were: Thomas Hedge, Richard Spencer, W.W. Baldwin, Wm. F. Jones, W. Gillies, S.C. Dodge, Wm. Bell, Jno. S. David, H.H. Scott, W. H. Cartwright, L.B. Power, Wm. Lee, D. Kelley, J.W. McClure, F.A. Tiedeman, J.J. Clutter, D.L. Portlock, J.F. Kuhlenbeck, S.M. Shortridge, A.D. Sorelson, D. Brown, F.W. Smith, L. LaForge, H. Evans, C. Messinger, J.W. Swan, D. Ripley, David Leonard, Chas. Walker, H.M. Ochiltree, S.A. Thompson, H.C. Blake, D.T. Campbell, J.L. Davidson, J.H. Goodspeed, S.A. Clark, T.B. Glass, A.W. Simkins, George Hammond, John Cooper, Joseph Laird, J.W. Hought, Caleb Russel, Jr., N. Lease, J.W. Crawford, G.G. Auld, J.F. McCall, J.D. Miles, R.C. Jackson, Martin Brown, Wm. Luper, J.S. Richey, & J.M. Hutton.

The principal place of business was to be at Burlington, Iowa; and all stockholder's meetings, and meetings of the board of directors, were to be held in that city. The



objects of the corporation were to "locate, construct, maintain, and operate a railway with single and double track and with all necessary branches, fences, bridges, warehouses, elevators, steamboats, lands, and other such appendages as may be deemed necessary . . .".

Stock for the ambitious new railroad was sold at \$100 per share with a limit of \$3 million for capital stock. One other interesting feature of the articles was that the board of 9-15 members were required to be residents of the state of Iowa. The articles were filed with the Secretary of the State of Iowa on June 16, 1875.

This new railroad was not without competition, as the CRI&P had two lines already serving Washington. The first was the old Mississippi and Missouri line that had been completed in August of 1858. This line had been extended from Washington through Fairfield well on it's way to Leavenworth Kansas. The second was a line westward from Washington to Sigourney that had been constructed in 1872.

After considerable delays, J.W. Crawford and his sons James and Frank, began construction of the line westward from Mediapolis using their own capital. They would eventually be reimbursed through the collection of taxes. On June 1, 1876 the railroad's name was shortened to the "Burlington and North Western Railway Company". Negotiations were held with the Burlington, Cedar Rapids and Northern railroad to obtain trackage rights over 13.73 miles of their line from Burlington to Mediapolis, and a trackage contract was signed on August 1, 1876. Since the BCR&N line was a standard gauge road (4' 8 1/2"), a third rail was added between the existing rails to facilitate the three foot gauge equipment.

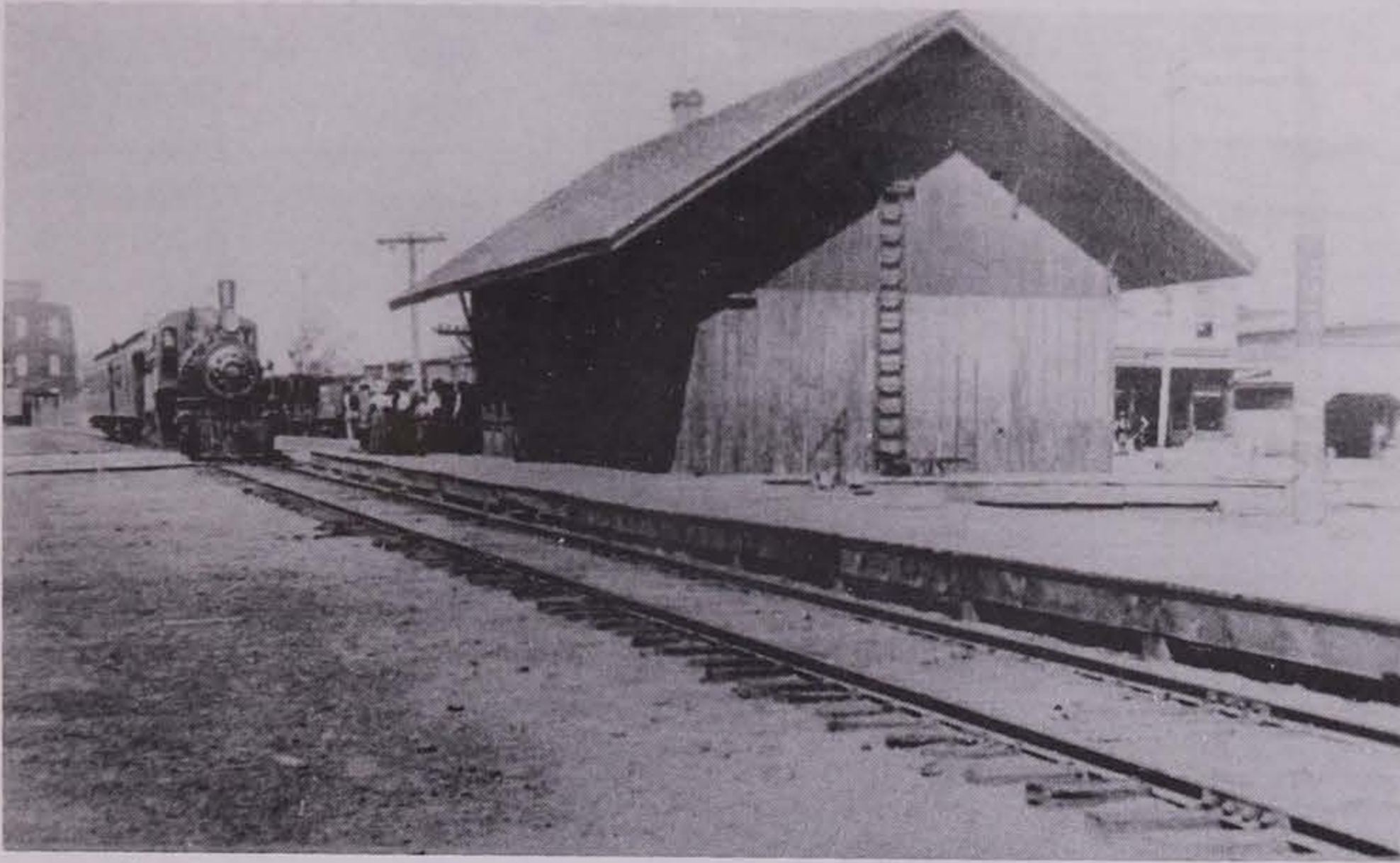
By December 10, 1876, the first portion of the line was completed to Winfield, a distance of 18.63 miles. Construction was halted there for the lack of funds due to the general recession. The Washington PRESS commented: "We shall get crazy over this narrow gauge road yet, there are too many contradictory, confusing reports about it. One day it is declared dead in the shell, and that the coddled egg was laid by an unhealthy hen. The next day's paper says it is a grand success."

According to the Poors Manual, the line operated with just two locomotives, two passenger cars, 1 waycar, 14 boxcars, 5 stock cars, and 19 flat cars while the line's terminus was in Winfield. The line was laid with 30 pound rail and there were two miles of siding and other tracks. In 1879 an additional locomotive was purchased to handle the new business anticipated with the road's completion to Crawfordsville.

Crawfordsville badly wanted a railroad line, and citizens of the township voted a 5% tax plus a larger amount in stock subscriptions (\$23,000 total), and helped convince Washington to pass a 2% tax. The company still delayed the work, however, because they wanted to "Wait to see if have crops good enough in Crawford Tp. to enable the farmers to pay the tax." One merchant was so frustrated with the delay, he actually moved his business and family to Winfield from Crawfordsville. The receipt of funds and construction were both slow, but by November of 1879, the additional 8.5 miles to Crawfordsville was completed. The Washington PRESS of November 19 reported:

"The Narrow Gauge was run into Crawfordsville about 9 o'clock Saturday night, the last quarter mile of track being laid by lanternlight There was an oyster supper for the workmen in the depot, in the presence of 200 people. Frank Crawford is the station agent there. Twelve carloads of hogs (523) went out Sunday a.m. and four carloads go out Tuesday a.m. There are regular daily trains now. The first mail came in Monday night. Crawford and son work 30 to 40 men and in three days laid 1 1/2 miles of track. They expect to lay half a mile a day and if the weather holds may get here in a fortnight. There'll be a station half-way between Crawfordsville and Washington, probably called 'McCall' for Robert T. The rate per (standard) car on stock from Crawfordsville to Chicago is \$45. It will probably be less here, for this is a competing point, a point of friction."

The PRESS also noted that, ". . . no one in Crawfordsville went to church Sunday; all down at the depot looking at the brand new Narrow Gauge." A week later, the PRESS reported: "Crawford & Son will build an elevator right off and open a lumber yard, too. They already have a grain house and a huge



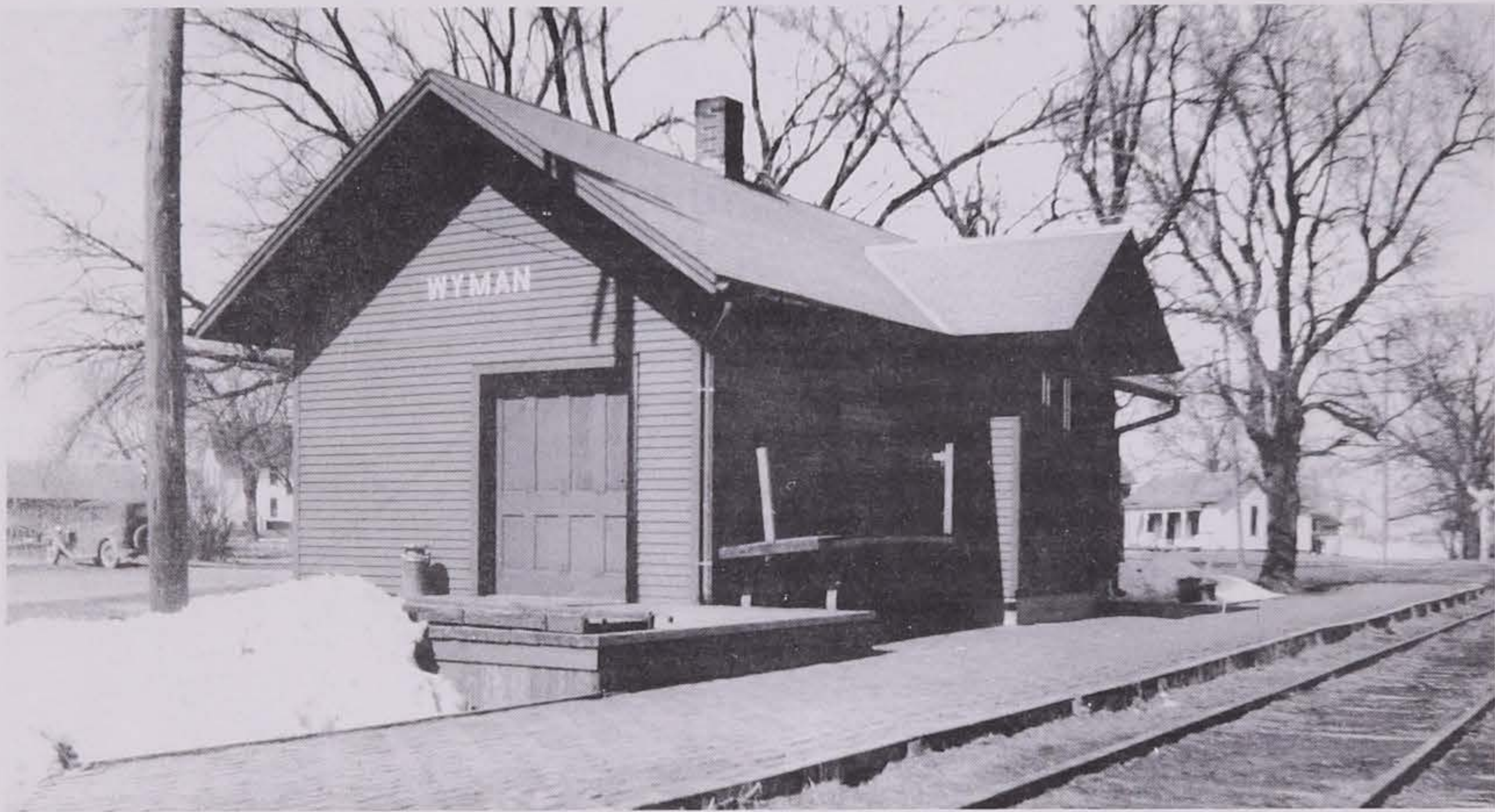
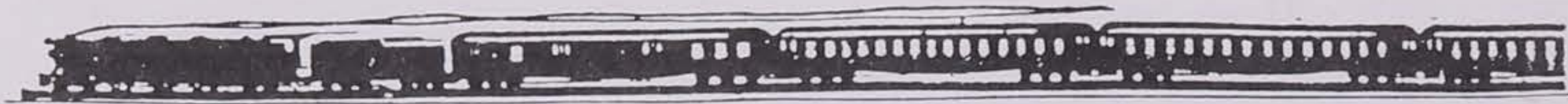
Mediapolis depot with a Northbound Rock Island train approaching the platform. Both the Rock Island and Burlington trains used this depot. Credit Photo: Burlington Public Library



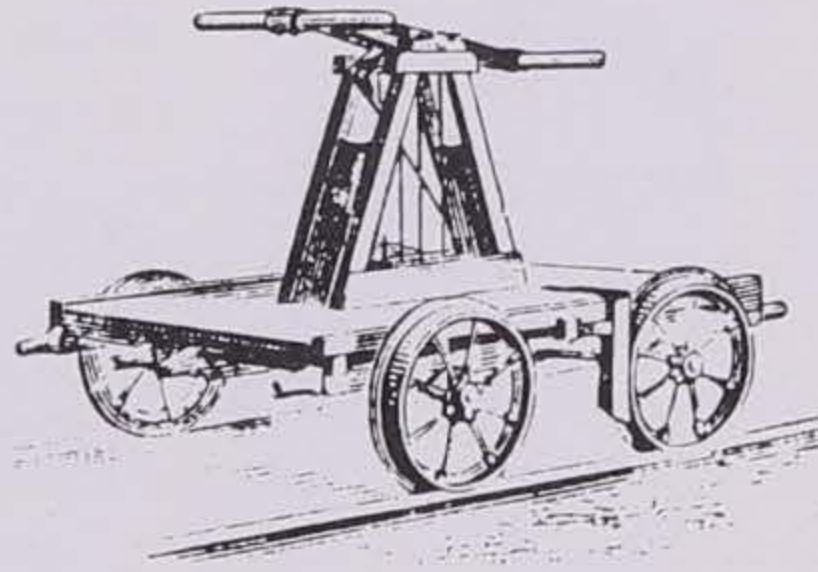
A CB&Q Mixed Train stops at the Yarmouth, Iowa on November 11, 1964. The coach was chartered by the Iowa Chapter N.R.H.S.



The Mt. Union Depot as it appeared in 1903. This was the original Narrow Gauge depot built in 1876. Mt. Union Agent S. Haight is standing in the doorway. Credit: Robert Brown Collection.



Wyman Depot Winter 1952. Now used as a home.



Crawfordsville Depot, Winter 1952, Shows freight end and back side.
Torn down in Oct. 1969



Winfield depot in 1910. The small addition to the right was a "Burlington Route Lunch." Depot was built in 1876. Credit: Robert Brown Collection.

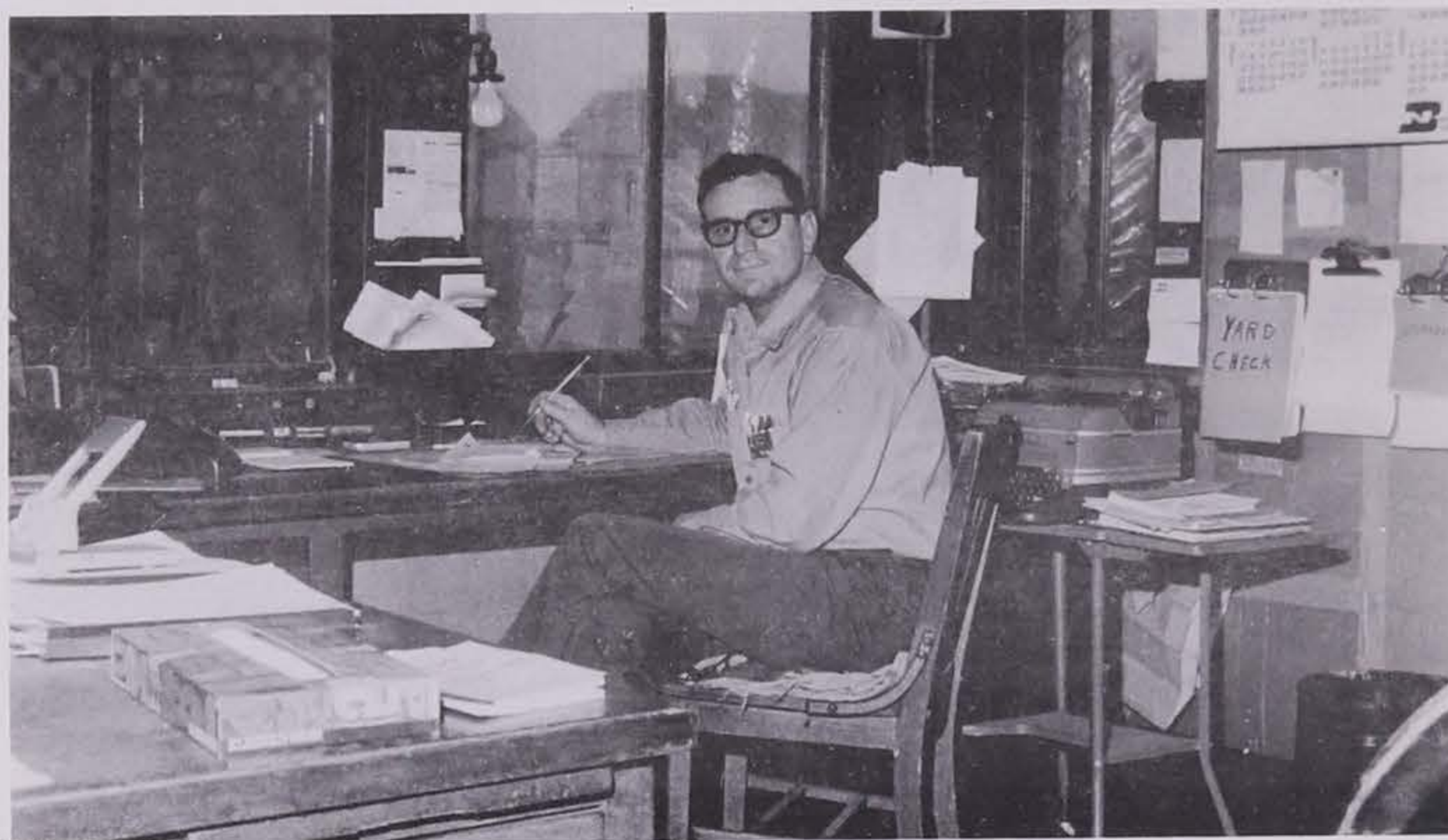


corn crib. Stock yards are already booming. Let people thank John Crawford especially for the boon and boom." Scheduled freight trains began running to Crawfordsville in January of 1880, with passenger runs following shortly thereafter. To no one's surprise, John Crawford was named as Crawfordsville first station agent.

By the middle of December, the track layers were only five miles out of Washington and expected to complete the line by Christmas. A depot and roundhouse were built on "the old circus lot." On December 31st the tracks were still 3 1/2 miles out of town, and the January thaw had set in. The PRESS reported: "the Narrow Gauge men have a terrible time laying the rails in mud half way up to their knees. Some of the ties hang in the air, held up by rails. It would seem impossible to have a workable track before the ground settles."



Water tank just north of the depot. Winfield, Iowa, Winter 1952. Was located near the B&W & B&NW Junction.



Leo Johns, the Last Depot Agent, Washington, Iowa. The Burlington Depot Closed in March of 1973.



**Washington Depot. Before 30' was cut off the southend in 1941.
Credit C.F. Anderson**





Moving Ex. B.N. Depot to Fairgrounds. So. Ave. 'D' Nov. 1973.



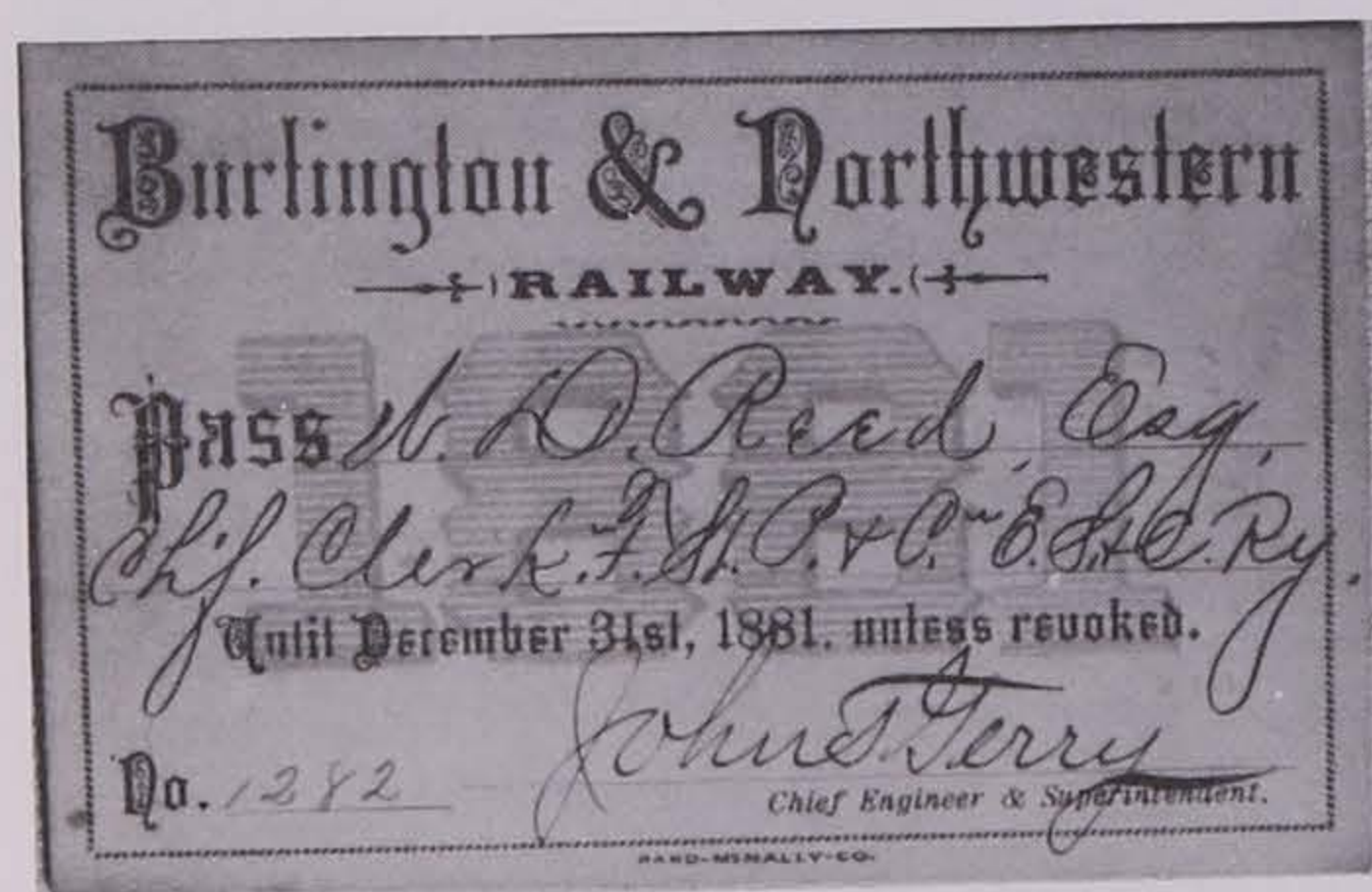
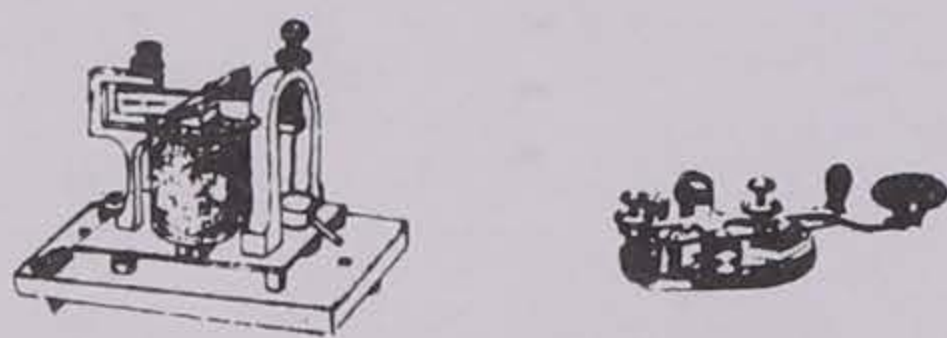
Washington Depot, Located on the S.W. Corner of East 3rd St.
and North 6th Ave. Winter of 1952

But on January 16, 1880 the last 10.14 mile segment to Washington was completed. The task was made somewhat easier because a portion followed a partially graded roadbed acquired from the former Keokuk, Iowa City, and Minnesota Railroad Company. Three days later the first train - "Engine no. 2, one beauty of a coach (with 25 passengers), baggage car and five box cars" - arrived at Washington at 11:50 p.m. The roundhouse, turntable, switches, etc. weren't completed yet, so for the first few days the train had to back up to Crawfordsville on the return trip. Passenger fare to Burlington was \$1.80.

In February of 1880, an offer was made to the towns of Richmond and Kalona, to extend the line beyond Washington. It would proceed North and West through their towns, provided each voted in a 5% tax to aid construction of the line. Apparently this offer was never accepted as the line never went beyond Washington.

The RAILROAD GAZETTE summarized the 1879 annual report of the B&NW in their July 8, 1880 issue . .

"This company owns a line of 3 foot gauge from Mediapolis Jct., Iowa, to Washington, 36 miles. It's trains run from Mediapolis Jct., 14 miles on the BCR&N track using a third rail. From Burlington Jct., to Burlington, 2 miles, the company has again it's own trackage, making 38 miles owned and 52 miles operated.



1881 Burlington & Northwestern Pass
Credit: Mark Homre Collection

Traffic for the year was as follows.

Train mileage	65,209
Locomotive mileage	69,289
Mileage of passenger train cars	67,544
Mileage of freight cars	349,830
Passengers carried	20,984
Passenger miles	522,597
Tons of freight carried	38,775
Ton Miles	1,292,261
Average rate per passenger per mile	\$.023
Average rate per ton per mile	\$.043

Income Account	
Passenger Earnings	\$11,974.19
Freight Earnings	\$54,895.33
Mail, etc.	\$2,194.58

Total Earnings (\$1,328.16 per mile)	\$69,064.10
Expenses (56.07 per cent)	\$38,689.43

Net Earnings (\$584.13 per mile)	\$30,374.67
Track Rental	\$4,200.00
Interest, Etc	\$16,060.84
	<u>\$20,260.84</u>
SURPLUS FOR THE YEAR	\$10,113.83

In addition, the sum of \$4,388.73 was received on account of tax aid voted in Washington. Expenditures for new construction and equipment were \$10,904.68. During the year, several new station buildings were put up, new sidings built, and a new car shop at Burlington. The telegraph line was completed from Burlington to Washington. A new track 1/2 mile long was graded in order to make a better connection at Mediapolis. The depot building in Burlington has been leased with privilege of purchase. Two new engines and several new cars are needed to provide for the business. Two lines have been surveyed for an extension of the line to Oskaloosa."

All things considered, the figures on the 1880 annual report were quite remarkable. The decision to take advantage of the benefits of a narrow gauge road was strongly supported by the low ratio of expenses to total earnings. The small B&NW had a very good year.

In 1881, the B&NW purchased 12.3 acres of land from Robert Godfrey for \$285, and founded the town of Havre (Ha' ver). No depot was ever built here. The train stopped at the general store for passengers. This new town was near the half-way point between Washington and Crawfordsville. By August of that same year, over 16,000 bushels of corn had been shipped from there to Burlington and beyond.

THE BURLINGTON AND NORTHWESTERN EXPANDS.

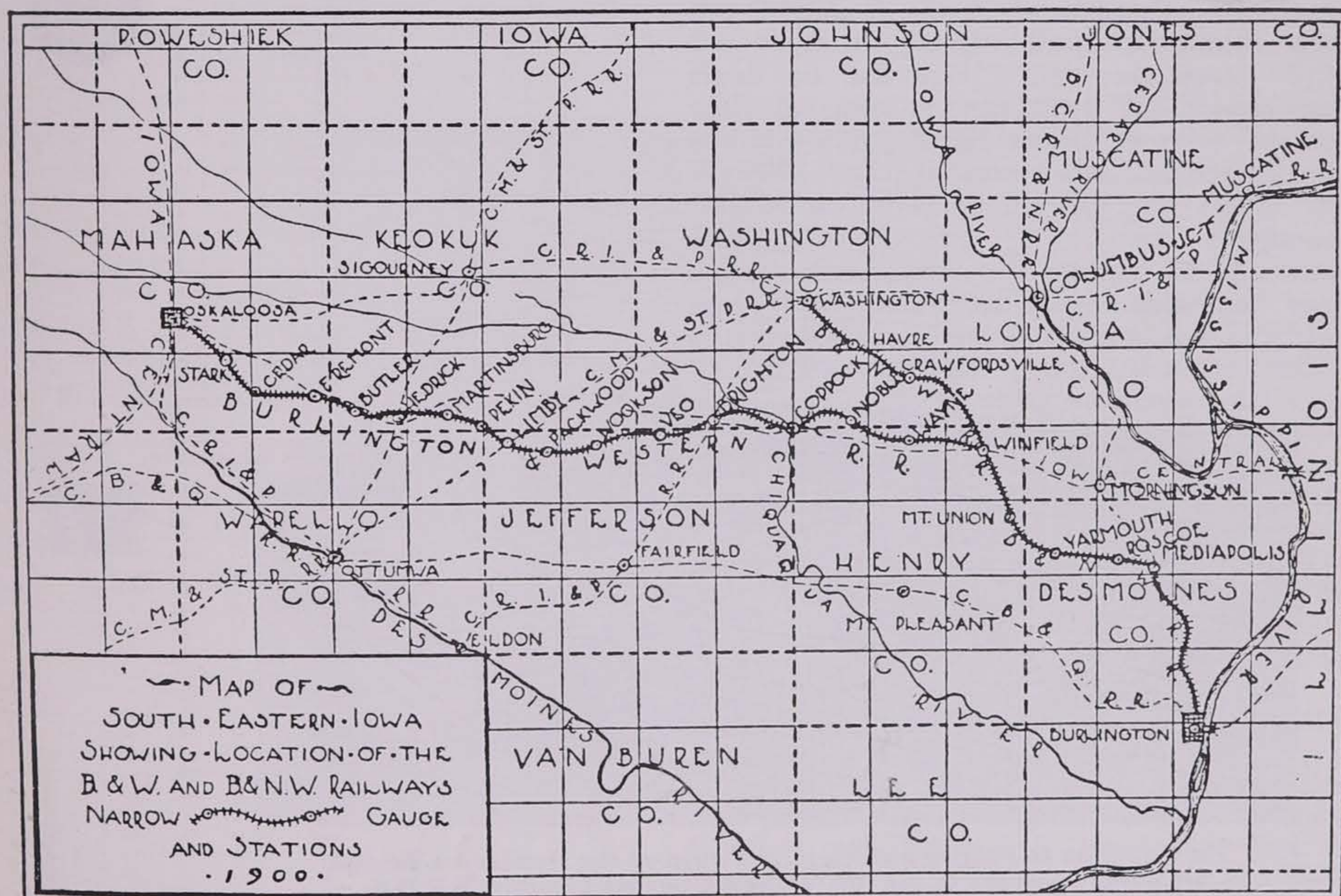
The CB&Q, having jointly purchased the now bankrupt BCR&N with the Rock Island during the summer 1879, recognized an opportunity to tap the rich farmlands north of its present Iowa mainline and began to organize the "Burlington and Western Railway Company" Seeing the success of the B&NW, it was decided to construct this line in the narrower gauge. The company was organized on June 7, 1880, and the articles of incorporation were filed with the Secretary of the State of Iowa on July 29, 1881. Construction of the new 70.7 mile line was begun in Winfield that some month.

Initially the B&W trains connected with those of the B&NW at Winfield, but later would lease the B&NW line to Burlington. By December of 1881, trains were running as far as Edward Case Noble's farm, where a new town had begun to sprout. Dell Troutman was Noble's first agent, and he accepted the first shipment from Benjamin Eicher. The grain

mill at Noble was an important business for the railroad. The farmers drove their wagons up into the mill, which was set up on 7 - 8 foot high pilings, then the grain was milled and loaded directly into the cars below via gravity.

Local legend says that a man was killed, either in a fight or accidentally, while the grade was being built, and the body was buried in the grade. This supposedly happened directly in front of where the Noble depot was located. A post office was also located at the depot with agent Frank Berry as postmaster. Noble would be the line's terminus until spring.

The line would reach Coppock in May of 1882, a distance of 15.96 miles. By August of that year the line was at Brighton, another 6.30 miles, and in November it had extended to Martinsburg another 24.81 miles. Fremont was reached on October 14, 1883, a distance 10.10 miles, and the final portion of 13.60 miles into Oskaloosa was finished on December 9, 1883. An excursion train was run through on November 24, 1883, formally opening the route for traffic.





Noble Depot in 1925. Men unloading an old refrigerator car at platform. Mixed train. Credit: Robert Brown Collection.



B&W Engine #5 Pulling a stock mixed train on the Henderson Bridge, East of Brighton in the 1890's. Credit: Bernard Corbin. B.R.H.S.



THE BRIGHTON RAILROAD WARS

Construction of the Burlington and Western was not an easy task, as the "Central Iowa Railway", subsidiary of the Chicago, Burlington & Pacific Railway (originally called

the New Sharon, Coal Valley & Eastern), was in the process of surveying and building its own line from Oskaloosa to the Mississippi at Keithsburg. The B&W's line was surveyed in such a way that it crossed and recrossed the Central Iowa Line's proposed right-of-way.

The friction between the two lines led to the "Brighton Railroad War" of 1882. In 1900, C.C. Heacock, the long-time editor of the Brighton ENTERPRISE, wrote about the war.

"Two companies were contesting for the same territory between Oskaloosa and Winfield and each proposed to build a r.r. between these towns. They both had orators out holding meetings along the proposed line asking for subsidies and stock subscriptions. On February 7, 1881, Brighton Township voted a 5% tax amounting to about \$17,000 to the New Sharon, Coal Valley and Eastern R.R. Co. About this time the war between the two rival companies began to get hot. They each professed to believe that the other road would not be built, and no one really believed that both would be. The narrow gauge people asked Brighton for \$5,000, and were willing to have a proviso put into the obligation nullifying it if the C.B. & P. should be built. Brighton gave the required pledge. Both companies went right on surveying their respective lines without regard to each other. The lines crossed nearly a dozen times in the 70 miles between Winfield and Oskaloosa and frequently ran parallel on the same 100 ft. right of way. The right of way men for both companies sometimes bought or bargained for the same land, and sometimes they condemned each others ground. At Skunk River and in Brighton their claims conflicted so much that the friction brought on some exciting incidents. Just west of Brighton the surveys crossed and the narrow gauge layers went out to lay their track past that point on the morning of April 13, 1882. But they found the C. B. & P. had been busy during the night and had laid about 150 feet of track across their grade and right of way. The iron and ties had been hauled out during the dead hours of the night and securely spiked into a section of r.r. track.

Col Dudley, who had charge of the narrow gauge work was mad, but he went to work immediately and built his track around the obstruction and then gathered all his men together and dumped the whole 150 feet of track off his right of way, twisting the new

Burlington & Northwestern and Burlington & Western Railways.

TIME TABLE.

No. 50,
TO TAKE EFFECT AT SIX O'CLOCK, P. M.
Sunday, November 23, 1890.

of the exclusive use and guidance of Employees for the information of the Public reserves the right to vary from it at pleasure.

(Trains of B. & N. W. Railway will be governed by Time Table and Rules of the C. B. & P. Railway between Burlington and Mediapolis.)

READ ALL THE RULES AND NOTE CAREFULLY.

INDICATED BY THESE RULES

FOR RULES AND REGULATIONS SEE TIME CARD No. 49.

BURLINGTON & NORTHWESTERN RAILWAY.									
TRAINS WEST.				STATIONS.	Distances from Burlington.	TRAINS EAST.			
No. 3.	No. 1.	Distance from Burlington.	Time			No. 2.	No. 4.	Distance from Washington.	Time
7:00 A.M.	7:35	0	Lv. Burlington.	Arr.	22 1/2	1:00 P.M.	1:35	22 1/2	Arr. Washington.
8:30 A.M.	8:05	1.7	Jefferson Street			2:00 P.M.	1:35		
9:45 A.M.	9:20	3.4	Burlington Junction		3 1/2	3:00 P.M.	2:00		
10:45 A.M.	10:20	5.1	Larry		6 1/2	4:00 P.M.	3:00		
11:45 A.M.	11:20	6.8	Sperry		10 1/2	5:00 P.M.	4:00		
12:45 P.M.	12:20	8.5	Mediapolis		14 1/2	6:00 P.M.	5:00		
1:45 P.M.	1:20	10.2	Roscoe		18 1/2	7:00 P.M.	6:00		
2:45 P.M.	2:20	11.9	Yarmouth		22 1/2	8:00 P.M.	7:00		
3:45 P.M.	3:20	13.6	Mc. Union		26 1/2	9:00 P.M.	8:00		
4:45 P.M.	4:20	15.3	Arr. Winfield.	Lv.	30 1/2	10:00 P.M.	9:00		

BURLINGTON & WESTERN RAILWAY.									
TRAINS WEST.				STATIONS.	Distances from Oskaloosa.	TRAINS EAST.			
No. 3.	No. 1.	Distance from Burlington.	Time			No. 2.	No. 4.	Distance from Oskaloosa.	Time
5:30 A.M.	7:30 A.M.	0	Lv. Burlington.	Arr.	104.8	3:00 P.M.	3:35 P.M.	104.8	Arr. Oskaloosa.
9:13 A.M.	9:07 A.M.	33.8	Winfield	Arr.	70.8	4:15 P.M.	12:15 P.M.	70.8	Lv. Oskaloosa.
9:43	9:33	39.5	Wayne		64.5	4:25	11:40	64.5	
10:07	9:54	44.2	Noble		60.2	4:34	11:30	60.2	
10:17	9:59	46.9	Wayland Crossing		58.5	4:39	11:05	58.5	
10:48	9:45	49.6	Coppack		54.8	4:50	10:48	54.8	
1:00	10:06	56.1	Brighton		48.3	5:44	10:06	48.3	
12:10	10:21	63.0	Yeo		41.4	6:30	9:30	41.4	
12:35	10:31	66.0	Woolson		38.4	6:30	9:10	38.4	
1:15	10:45	71.8	Packwood		33.1	6:40	9:45	33.1	
1:40	10:55	73.9	Peun		28.7	6:46	8:25	28.7	
9:15	11:10	80.9	Marionburg		23.7	6:43	8:08	23.7	
2:35	11:18	84.0	Heedick		20.6	6:35	7:45	20.6	
3:35	11:24	87.4	Butler		17.2	6:24	7:35	17.2	
3:34	11:35	91.0	Fremont		13.8	6:19	7:18	13.8	
3:50	11:47	95.7	Cedar		9.9	6:08	6:48	9.9	
4:06	11:55	98.8	Stark		5.9	6:04	6:30	5.9	
	12:07	104.0	C. B. & P. Crossing		0.6	6:01		0.6	
4:53	12:10 P.M.	104.8	Arr. Oskaloosa.	Lv.		6:43 P.M.	6:05 A.M.		

rails into an ugly snarl. A few days later, the C.B. & P. men got even. The B. W. commenced building their switch in Prizer's field which was disputed ground. The next morning they found the track all torn up and five car loads of C. B. & P. iron piled down in it's place. The B. & W. boss sent for 50 more men and they came in from the grading camp. By noon they had the iron removed and the track relaid. They returned from dinner in time to hear the yell of triumph as the C. B. & P. men turned over the last rail. They had pulled it over with horse teams. The B. & W. men relaid the track, and put a dozen loaded cars onto it and left a guard of 30 men to watch it that night."

Heacock went on to report about the next skirmish in the town of Brighton. The B&W convinced the city council to pass an ordinance that granted them right-of-way down the street. The C.B. & P. bribed the Brighton ENTERPRISE to hold it's printing until they too could get a like ordinance published in the same issue. Meanwhile, the B&W claimed the first right and located its track down the center of the street. The B&W also claimed exclusive rights to the street across the block (which had never been recorded as a street) and proceeded to erect a fence at both ends of the block. The street commissioner, Wm. Bidwell, tore down the fence and was promptly arrested and taken to Washington, but his case was never pushed. The courts decided that the land was not legally a street, but belonged to the B&W Co. The C.B. & P. quickly got the sheriff to condemn the land for their use. The jury awarded the B&W \$500, but the narrow gauge line would not accept it, or recognize the right of the C. B. & P. to condemn the property, claiming it was not a railroad, but only a construction company. The B&W proceeded to build its spur and ran a train of box cars off the tracks to shut off the rival. At least 100 men were in town from either railroad, and things began to get interesting. The C.B. & P. backed an engine down and hooked on to the first ditched B&W boxcar but the B&W men got it loose. The next time the C.B. & P. men stood guard and the car was jerked out, but this time the chain broke and the B&W men recaptured the car. After several hours of considerable effort, the C.B. & P. gave up and bought another lot to run a temporary track around the McIntire place. Eventually the court, with Judge Lewis, decided in favor of the C.B. & P.

which then put its track back where they wanted.

The big battle started two months later, on June 12, was reported in an 1882 Burlington HAWK-EYE clipping found in one of the Perkins' scrapbooks located in the Newberry Library:.

'WARRING OVER THE SKUNK RIVER GRADE:

"The Chicago, Burlington and Pacific Company, which wants to come to Burlington so bad, has been getting into some more trouble with the Burlington and Western Narrow Gauge Company. The quarrel this time being over the right-of-way west from the Skunk River. The narrow gauge forces have been pushing their work very rapidly in that locality for some time and on Friday last had the grade almost ready for iron and ties from the Skunk River to Brighton, and the Skunk River bridge nearly complete for the passage of trains.

Desperate diseases requiring desperate remedies, and the Chicago, Burlington and Pacific Company seeing the little energetic force ahead of it all along the line determined on a grand coup d' etat which would settle at once and forever the hash of the offending little rival. The scheme was one of consummate boldness and is in entire accord with the policy pursued by that company since it's inception and organization in one of the interior towns of the state.

On last Friday the CB&P Company sent about 35 teams and upwards of 50 men down from Brighton to devastate and tear down the grade of the narrow gauge road at the Skunk River. This force of men and teams left Brighton in the night and arrived at Skunk River at 7:00 Friday morning and immediately set to work with shovel and scraper, and by night had plowed down and destroyed some 1200 feet of embankment starting at a point some little distance west of the bridge and leading west. The damage was estimated at not less than \$1,000. By Saturday morning the narrow gauge contractor had communicated with the headquarters and mustered a force of 125 men armed with shovels, axes and clubs who kept the hostels at bay and prevented any further destruction of the companies property in that locality.

The intention on the part of the Chicago, Burlington and Pacific was evidently to cripple

the rival road in such a manner that it would be unable to occupy the disputed territory for some time to come. Saturday night, pickets were put in by either party, and the scene portook somewhat of two hostel bands of soldiers encamped in preparing of the inevitable conflict which the morrow would bring. During all this time the CB&P Company were hurrying reinforcements to the front and on Monday morning they had over 200 men on the ground and were prepared to charge on the position held by the 'union' forces, when the sheriff of Washington County came in sight with an armed posse of 25 men and commanded peace in the name of the great state of Iowa.

Owing to his timely appearance on the scene, the Sabbath was not desecrated by the shedding of any blood. On Sunday night the pickets were again stationed on the outskirts of either camp and a foraging party from the narrow gauge headquarters discovered and circumvented a very bold game plan on the part of the opposing forces. While making their way up the creek in search of a farm house, at which to procure food, for although the 'rebels' were well supplied with provender, the 'union' men had none except such as they could pick up 'round about. They ran into armies of squads of CB&P strikers who had gone long way around and under cover of night, who were cautiously descending the stream in boats taking with them their arms of picks, spades and shovels. By this strategum, they hoped to divide the 'union' forces and accomplish the destruction of the high grade where it adjoins the bridge, but this timely discovery, and subsequent alarm disconcerted their plans. A supply train containing plenty of provision was dispatched from a point as soon as possible as the needs of the men were made known, reaching the Skunk River bridge Monday morning.

In the mean time, Mr. Kelly the attorney for the narrow gauge company had started for Montezuma, there to obtain a restraining order from Judge Lewis, but on his return with the document Saturday, he was so unfortunate as to miss the train at Oskaloosa and did not reach Fairfield, where the writ was served and placed in the hands of the officers until yesterday.

No time was then lost in dispatching that official to the scene, the papers being served

upon the insurgents late in the evening of yesterday, and an agreement then being entered into between the parties, by which neither was to open hostilities or to continue work upon the disputed territory until after the matter shall have been passed upon by the court.

This is the second time the construction forces of the narrow gauge company have been interrupted and their work destroyed by men who go at the bidding of the CB&P Company. Although the rivalry and ill-feeling is very bitter and manifest on the part of the latter company, it is not easy to see what they expect to accomplish by such flagrant acts of lawlessness as these. The result will probably be that both the roads will be constructed side by side for a distance of some 70 miles or as often as any desirable territory presents itself for occupation."

Other accounts tell of the narrow gauge men making a gallant defense, holding up big poles in front of them to stop the charge of the C.B. & P. men, who were steered off the embankment and into a slough of water where some of them almost drown. Sheriff O'Laughlin had orders to arrest any C.B.&P. man on the B& W fill, but he alone couldn't arrest 200 men, although a B&W official graciously provided him with two large cases of handcuffs. Captain Rodman's militia was held in readiness in Washington but luckily was never ordered to the front. Men from both lines got double pay and double time for the two days of war, amounting to \$28 each for man and team. As it ended the court granted each road a separate, side-by-side, river crossings, and parallel bridges were built at Coppock. There were also two depots, two stockyards, two water tanks and two pumping stations. The B&W built a turntable there, also a coal chute, clinker and cinder pit, and a sand pit.

The big business at Coppock during the winter months was the harvesting of ice from the Skunk River. The ice business was so important that the B&W built a siding to the riverside and used a steam driven engine to pull the large chunks of ice from the river. They were then loaded into boxcars and shipped to Burlington for distribution. During the summer months passenger traffic was heavy for Coppock to visit Coppock's Park. This recreation area along the hills along the river provided the railroad with so much business



COPPOCK FORESTS--TRITE'S PARK.

At a considerable expenditure of money by the B. & W. Ry. Co., Trité's Park has been made a beautiful place for a day's outing. Situated as it is on the banks of the Chippewa river as it is shaded by the foliage of the monarch of the forest, through which the rays of old Sol can not penetrate when in his fiercest summer mood. Nature having done its part it was no more than fit that artifice should be brought into play, transforming it into an Eden where enjoyments of all kinds should abound. To this end skills in abundance, as well as the steam yacht, are moored on the banks of the river. Swings and hammocks for all, a fine dock tent, 75 by 45, capable of holding 500 people, etc. It is the intention to add new attractions for the season of 1896. A toboggan slide into the river will be among them. Thousands took advantage of this oasis during the past season. Owing to the demand on us for dates, we would respectfully ask that Sunday schools and societies of all kinds, advise us a week or two in advance as to the date they wish reserved for the park. This is necessary to prevent clashing.



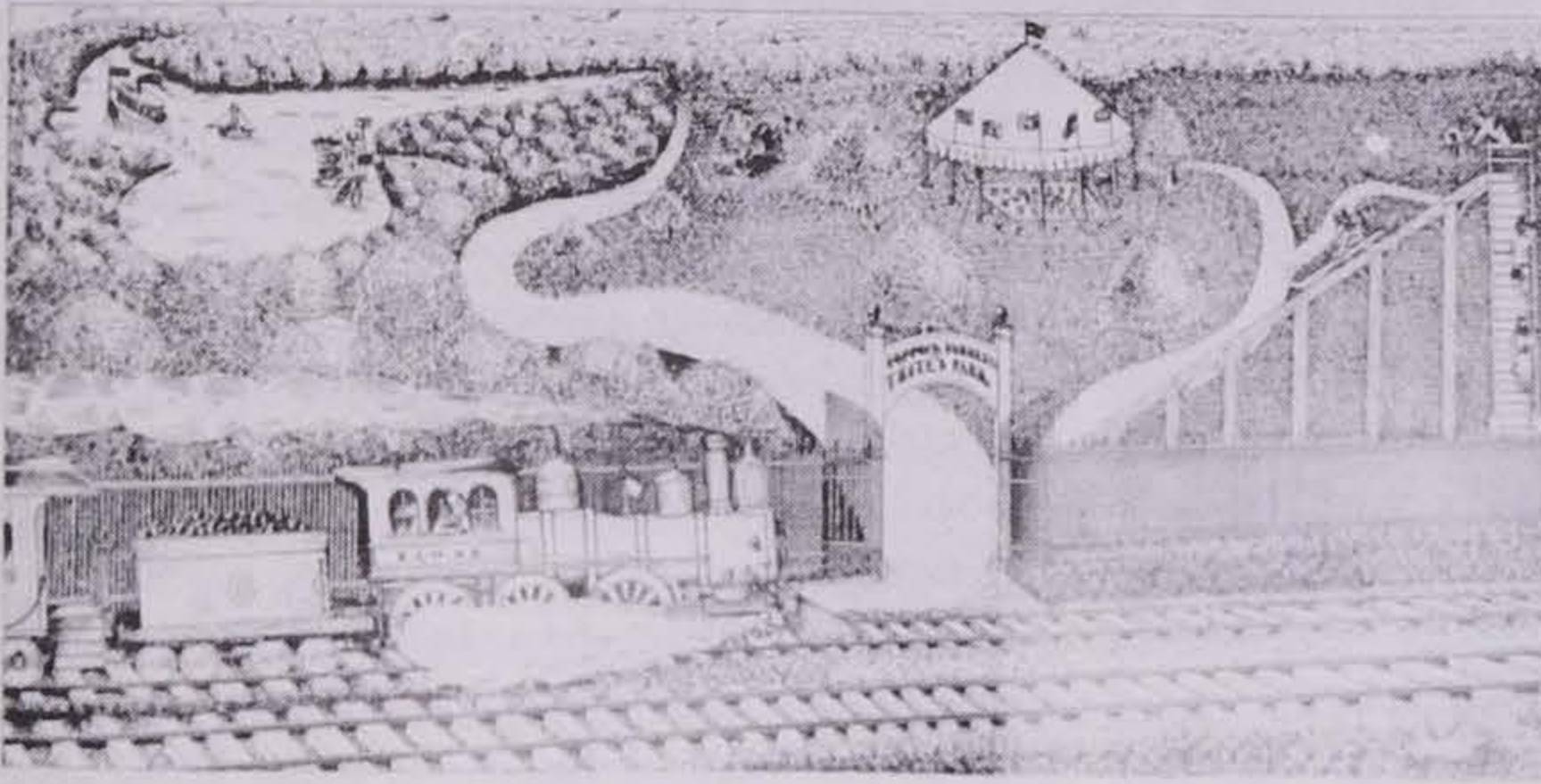
QUICKEST AND BEST.

From Chicago, St. Louis, the East and the South, be sure your tickets read and your freight is consigned "Burlington Route, via Burlington," when destined for Winfield, Washington, Brighton, Hedrick or Okmaha, Iowa.

Our through fast freight service, west bound, insures delivery of goods to above points from Chicago within fifteen and eighteen hours. The same service on east bound shipments.

Passengers for the East, West or South will consider the superiority of the Burlington Route when contemplating a trip.

Through tickets to New York, New Orleans, St. Paul and all intermediate points, as well as to San Francisco and other Pacific Coast points can be procured on application to Agents of these lines.



Connections are made at
 Winfield, Iowa, with the Iowa Central Railroad
 Washington, Iowa, with the C. R. & P. Railroad
 Brighton, Iowa, with the C. R. & P. and Iowa Central
 Hedrick, Iowa, with the C. R. & P. and Iowa Central
 Okmaha, Iowa, with the C. R. & P. and Iowa Central



1883 Article in Burlington, IA "Sovineer" Credit: Burlington Public Library.

that frequently special excursion trains were run on Sundays to handle the business. These special trains were unloaded on the siding at Coppock in the morning, and were left there until evening then they were again boarded, and returned to Burlington.

Apparently, the Burlington and Western, although organized by the C.B.&Q., was established as a "branch line" of the B& N.W., and operated as such until June 10th, 1884. Once the entire road was completed, it was called the "Burlington and Western Division" of the B.& N.W.. Both roads were managed and operated by the B.& N. W., even though the rolling stock was lettered for each road. Even though records were kept separately for each road and their equipment, there is considerable confusion in researching the two lines.

Public relations was not easy for the two lines. The December 7th, 1881 PRESS reported: "Small towns are mad at the Burlington. Crawfordsville blames Burlington because it failed to secure the workshops of the narrow gauge; Richland is provoked, because the western branch of that road missed that town, and its merchants refuse to buy of Burlington wholesale men, no matter what are

the inducements. Crawfordonians not only refuse to buy of Burlington, but they have goods shipped to Ainsworth and haul them across the country, and thereby escape patronizing the narrow gauge."

There were many humorous folks who made fun of the narrow gauge line. They called it a "wheel-barrow route", the "market wagon", and would tell the boarding passengers to avoid sitting all on one side of the car for fear of upsetting the train. Jokes aside, this line had a good reputation for passenger service. In fact, if the conductors knew the passengers, they would drop them off or pick them up almost anywhere on the line. This included grade crossings and sometimes open fields.

In June of 1882 a takeover attempt of the B&NW, by their old nemesis, the Chicago, Burlington and Pacific Company (controlled by the Iowa Central), was thwarted and voted down by a large majority of the stock and bond holders.

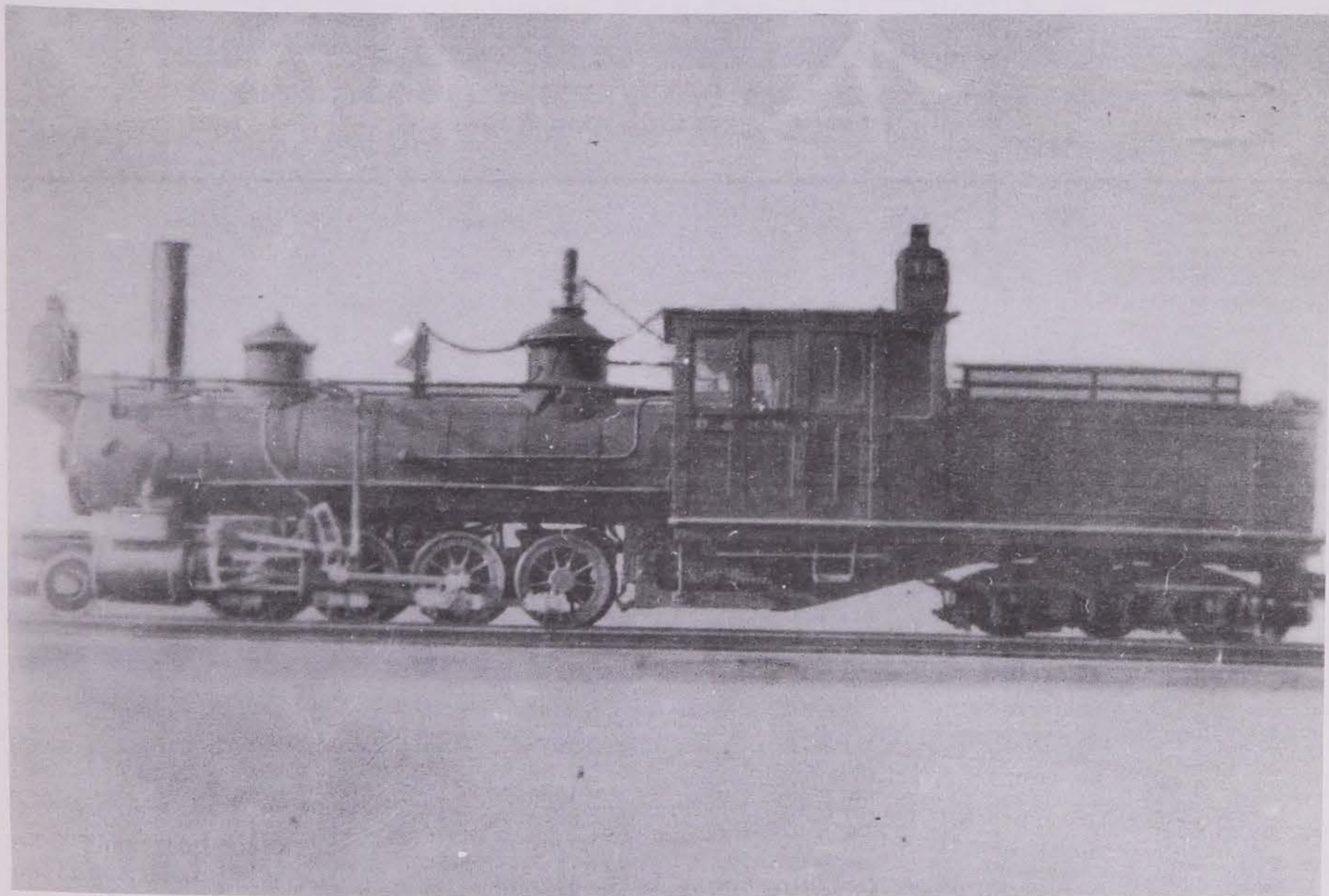
In May of 1884, a suit was brought by a number of the first mortgage bondholders for the foreclosure of the mortgage and the eventual sale of the line. The suit stated that the bonds issued in 1879 at 8% had not had

any interest paid in over two years. It is unknown how the suit was settled, however we do know that the foreclosure and sale did not occur.

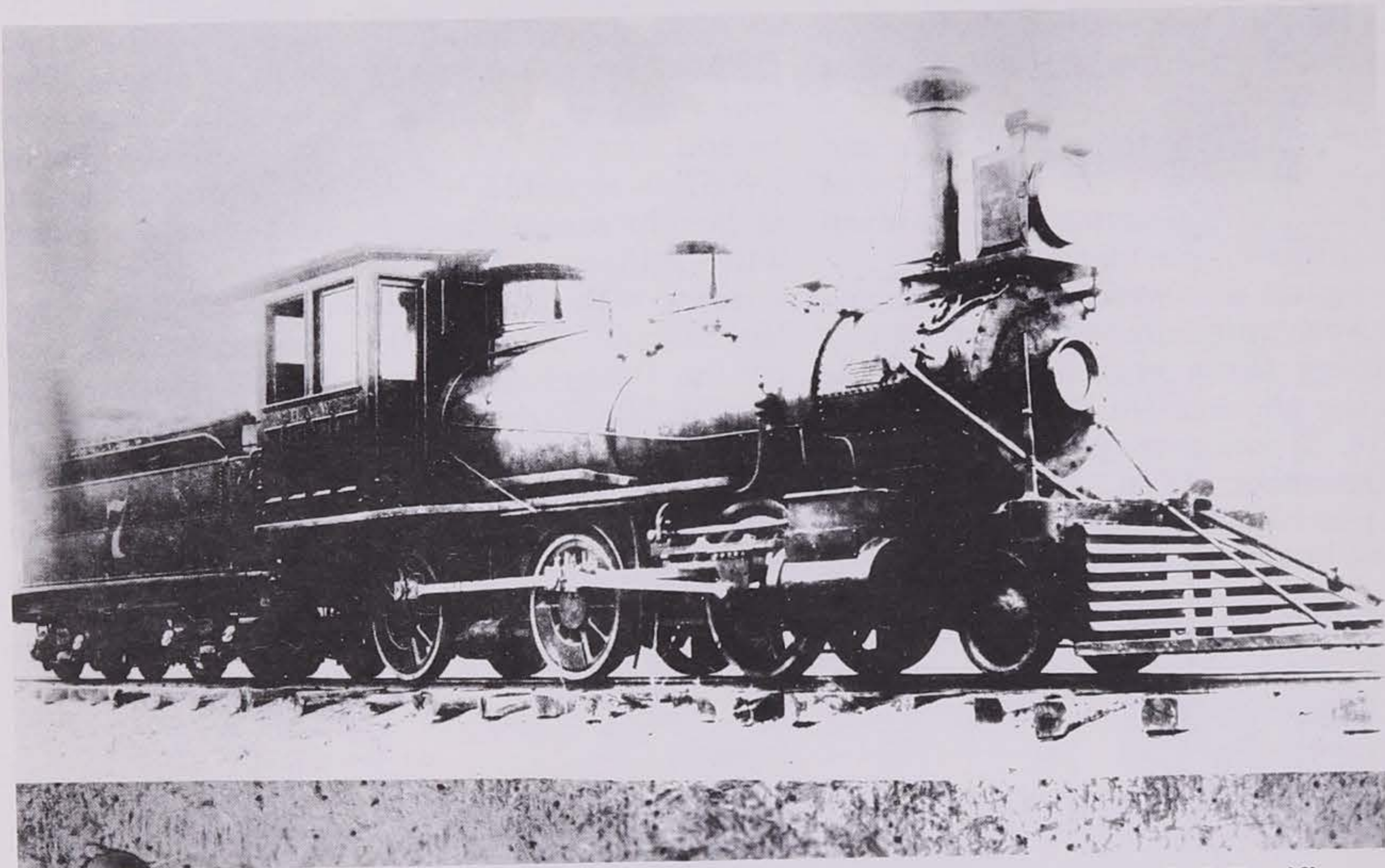
On February 8, 1885, the roundhouse and repair shops in the north river bottoms were destroyed by fire. Three engines were involved with only one surviving the blaze.

The two engines that were destroyed in the conflagration were unfortunately joined by any record concerning these engines. All that is known about the ghost of No. 1 is just that, it was No. 1. No. 2 was a mogul type built by Brooks in December 1876. Both of these engines were purchased by the B&NW and had operated on the line since the beginning.

The other engines on the line were mostly second hand, or hand-me-downs from the other CB&Q lines as they were standard gauged. The most unusual engine on the line was the second No. 1. This engine, a Mason bogie 2-8-6T is reported by old-timers of Burlington as bought second-hand from the Denver, Utah and Pacific . . . Mason built only six of these engines with this wheel arrangement, four for the Denver, South Park and Pacific, and two for the Denver, Utah and Pacific. Engine #10 the "Middle Park" was turned out by Mason in January of 1882, and #19, the "Denver" was completed in May of 1882. Seven years later #10 was sold to the Burlington and Northwestern.

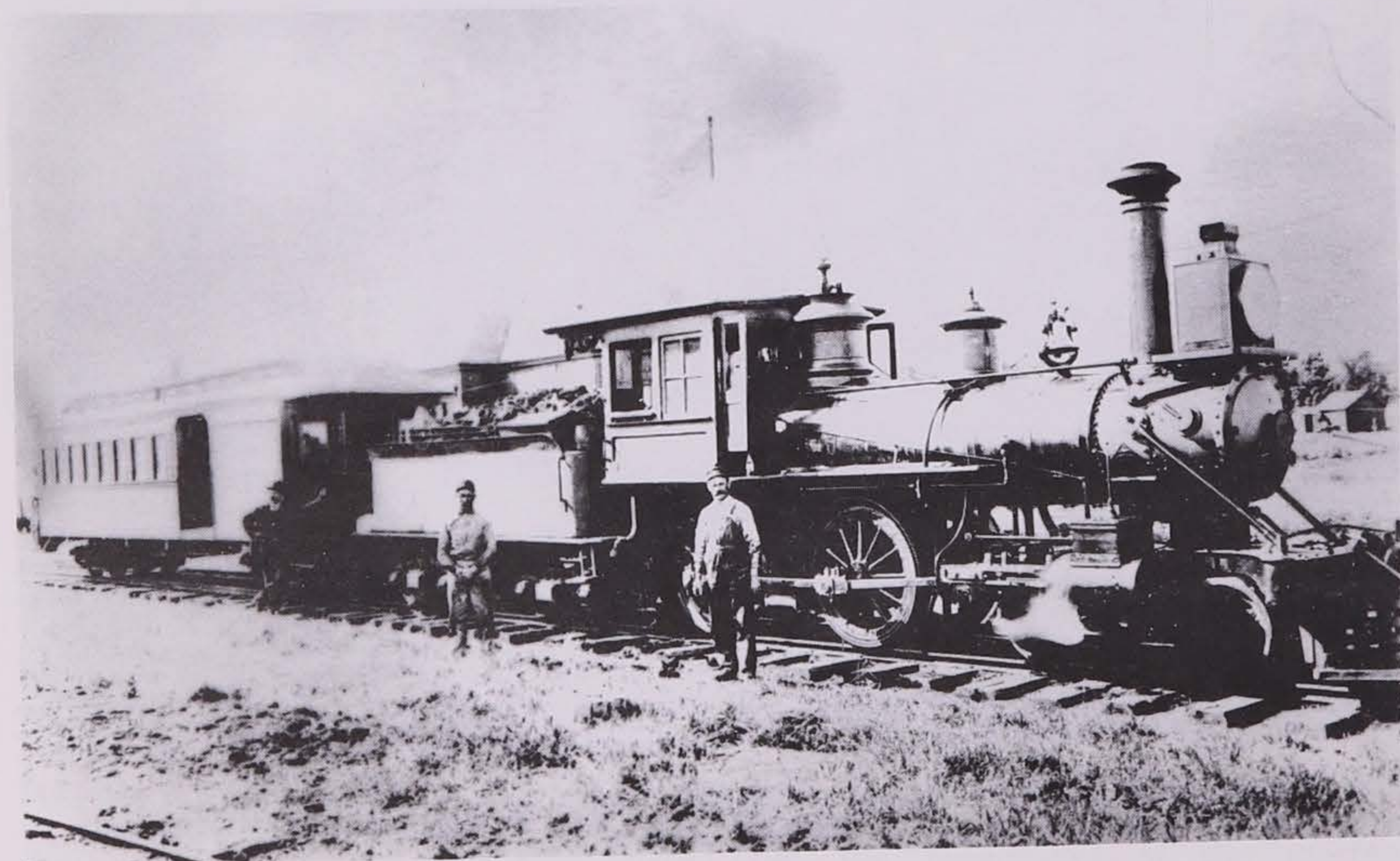


B.&N.W. engine #11, MASON "BOGIE" 2-8-6T. Ex Denver, South Park & Pacific "Denver"
Credit: Bernard Corbin Collection, B.R.H.S.



Burlington
Route

B&W engine #7 Burlington, Iowa 1893 Built in 1885 Ex Denver, Utah & Pacific
Credit: Bernard Corbin Collection, B.R.H.S.

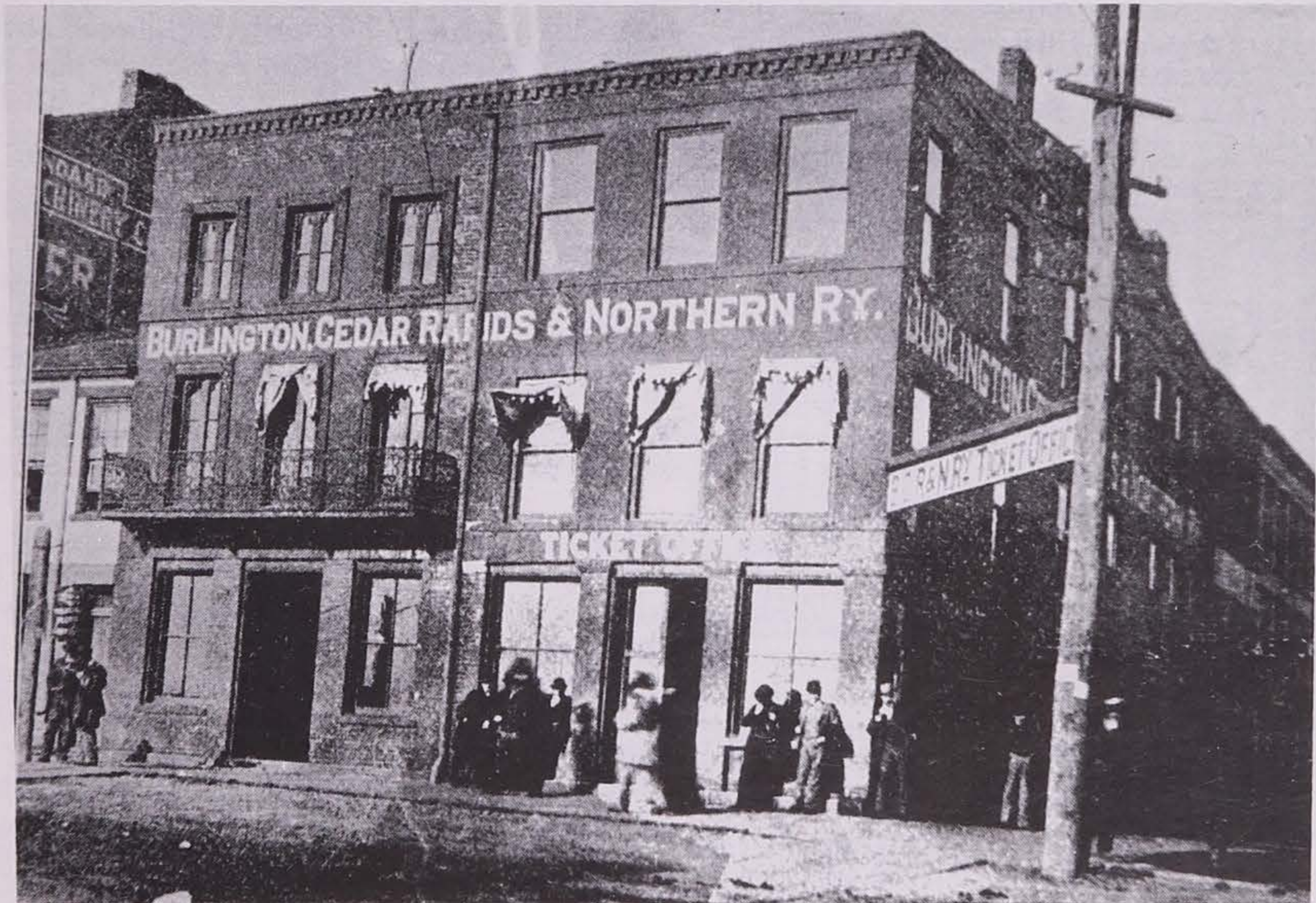


B&W engine #44 Northbound at Winfield. Credit Ia St. Hist. Soc.

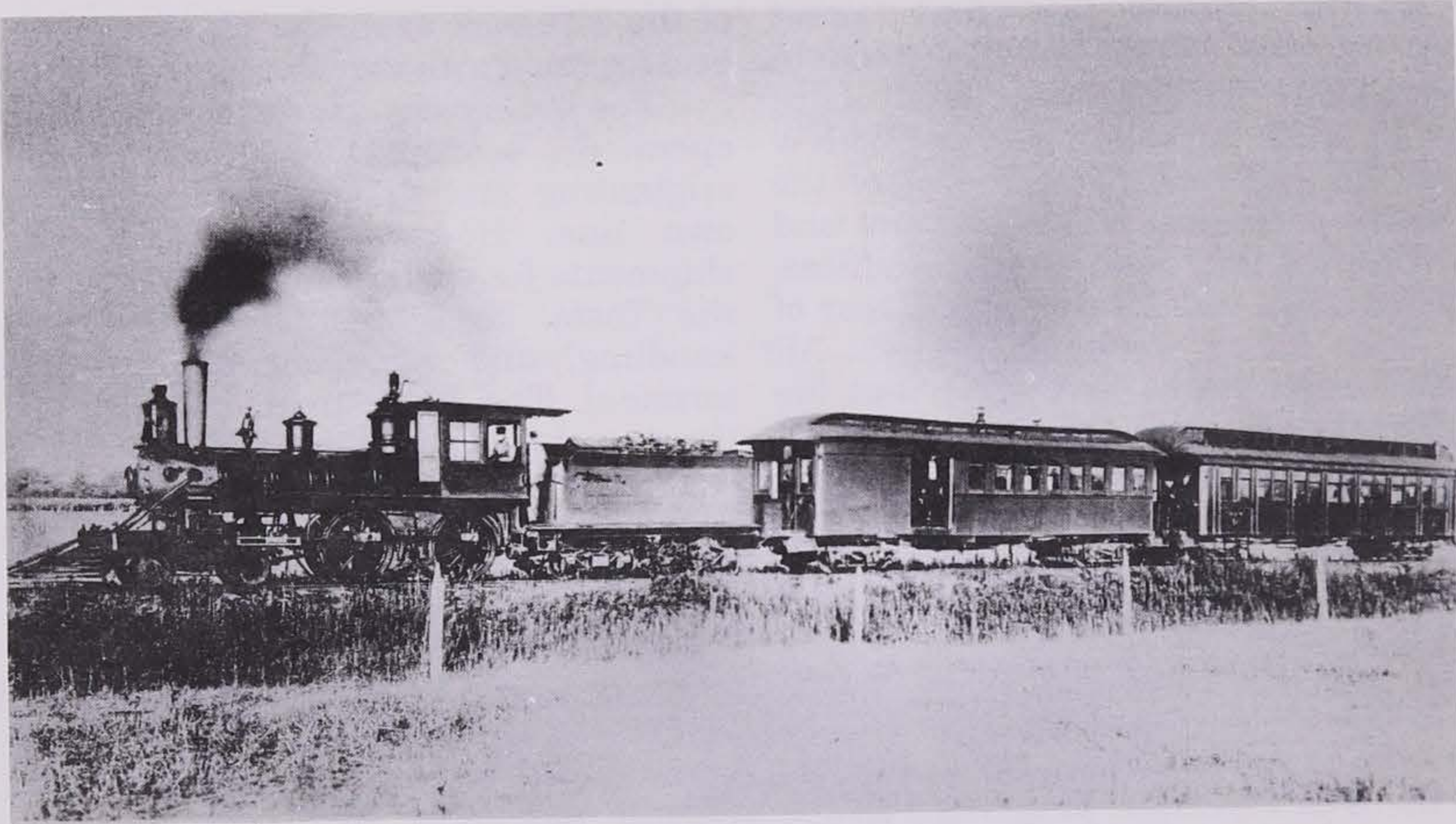
The B&NW opened its first ticket office/depot at 109 North Front Street in Burlington. This facility was used until September 2, 1890. At that time the B&NW moved into the Jefferson Street depot of the BCR&N on the southwest corner of Front and Jefferson. The 2nd floor was leased for offices, and the ticket office was located at the rear of the first floor facing Jefferson Street. All incoming passenger trains first stopped at the Jefferson Street depot, and then proceeded on to make connections at the Union depot. No evidence has been found to indicate that dual gauge tracks ever existed into the CB&Q's Union depot. Instead passengers most likely de-trained at a shelter at the corner of Market and Front, and walked across the CB&Q's mainline to the Union depot's platforms. The passenger trains over these lines became known as the "Fox Flyers" or just "The Fox", as a way to recognize the great speed at which the little trains sped across the prairie lands. This name was commonly used until the motor cars

of the 30's took over, the passenger runs then became known as the "Doodlebugs."

For the most part, the narrow gauge lines operated economically for short hauls originating and destined for points on their own line. However, as grain and cattle shipments for eastern market increased, so did the costs associated with the unloading, handling, and reloading at the Burlington terminal. The lines, in an attempt to reduce these costs, experimented by placing narrow gauge trucks under the standard gauge cars for the interchange traffic. After the loads arrived in Burlington, the cars were hydraulically lifted, and the standard gauge trucks were replaced. These "mixed" trains certainly would have presented an odd appearance, especially behind the small engines of the narrow gauge lines. This experiment was also tried on several passenger excursion runs, but was quickly abandoned due to the severe speed restrictions that were caused when this was done.



B.C.R.&N. Depot at Burlington in 1883. Corner of Front and Jefferson St. B&N.W. Ticket office is to the right. Credit: Burlington Public Library.



B.&W. #44 Combination Car #2 and coach #10 South of Washington in 1901. Credit: Ia. St. Hist. Society

Timetable Dec. 1900

Burlington & Western Ry.									
READ DOWN					READ UP				
R. LAW, Manager, Burlington, Iowa.					R. LAW, Manager, Burlington, Iowa.				
No.23	Frt.	No.21	50		No.22	No.24	Frt.	50	
Daily	Ri.Sun.	Ri.Sun.			Daily	Daily	Daily		
P.M.	A.M.	A.M.			P.M.	A.M.	P.M.		
3:40	7:30	7:30	0	Lv. Burlington	Ar	10:00	9:10		
3:46	7:40	7:40	0	Lv. Jefferson Street	Lv	9:53	9:03	3:37	
3:50	7:45	7:45	2	Lv. Burlington Jct.	Lv	9:48	8:58	3:17	
4:08	8:15	8:15	9	Lv. Latty	Lv	9:33	8:45	2:57	
4:14	8:21	8:21	12	Lv. Sperry	Lv	9:27	8:40	2:52	
4:23	8:33	8:33	15	Lv. Mediapolis	Lv	9:18	8:33	2:42	
4:34	8:49	8:49	21	Lv. Roscoe	Lv	9:06	8:22	2:27	
4:41	8:58	8:58	24	Lv. Yarmouth	Lv	8:58	8:15	2:13	
4:50	9:09	9:09	28	Lv. Mt. Union	Lv	8:48	8:04	1:55	
5:05	9:35	9:35	34	Lv. Winfield	Lv	8:36	7:50	1:30	
5:14	9:51	9:51	40	Lv. Wayne	Lv	8:29	7:37	12:12	
5:22	10:04	10:04	44	Lv. Noble	Lv	8:23	7:27	11:47	
5:31	10:09	10:09	46	Lv. Wayland Crossing	Lv	8:18	7:22	11:31	
5:40	10:18	10:18	50	Lv. Coppack	Lv	8:13	7:16	11:17	
5:46	10:38	10:38	56	Lv. Brighton	Lv	8:07	7:02	10:38	
5:58	10:53	10:53	62	Lv. Veeo	Lv	7:57	6:49	9:55	
6:07	11:03	11:03	66	Lv. Woolson	Lv	7:50	6:41	9:38	
6:16	11:17	11:17	72	Lv. Packwood	Lv	7:43	6:29	9:15	
6:25	11:28	11:28	75	Lv. Pekin	Lv	7:38	6:20	8:55	
6:34	11:40	11:40	81	Lv. Martinsburg	Lv	7:33	6:10	8:34	
6:43	11:48	11:48	84	Lv. Hedrick	Lv	7:28	6:03	8:23	
6:52	11:59	11:59	87	Lv. Butler	Lv	7:23	5:56	8:09	
7:01	12:07	12:07	91	Lv. Fremont	Lv	7:18	5:48	7:55	
7:10	12:20	12:20	96	Lv. Cedar	Lv	7:13	5:38	7:36	
7:19	12:28	12:28	99	Lv. Stark	Lv	7:08	5:33	7:23	
7:28	12:45	12:45	105	Lv. Oskaloosa	Lv	7:00	5:20	7:00	

Connection is made at Winfield with Washington branch (table 51); at Burlington with C. B. & Q. R. R. main line (table 18), St. L. E. & N. W. R. R. (table 55) and for Carthage (table 25).

Burlington & Northwestern Ry.									
READ DOWN					READ UP				
R. LAW, Manager, Burlington, Iowa.					R. LAW, Manager, Burlington, Iowa.				
No.13	Frt.	No.7	No.11	51		No.12	No.8	Frt.	No.14
Ri.Sun.	Ri.Sun.	Ri.Sun.	Daily			Daily	Ri.Sun.	Ri.Sun.	Ri.Sun.
P.M.	A.M.	A.M.	P.M.			A.M.	P.M.	P.M.	P.M.
7:20	7:30	7:30	48	0	Lv. Burlington	Ar	9:10		10:00
7:25	7:40	7:40	46	0	Lv. Jefferson Street	Ar	9:03		9:37
7:30	7:45	7:45	44	0	Ar. Winfield	Lv	7:50		1:30
7:45	7:55	7:55	15	0	Lv. Winfield	Ar	7:45	5:00	1:00
7:50	8:00	8:00	12	5	Lv. Wyman	Lv	7:35	4:50	12:41
7:55	8:05	8:05	10	8	Lv. Crawfordsville	Lv	7:26	4:41	12:27
8:00	8:10	8:10	7	13	Lv. Havre	Lv	7:17	4:32	12:09
8:05	8:15	8:15	5	18	Ar. Washington	Lv	7:06	4:20	11:50

Connection is made at Winfield with B. & N. W. Ry. (table 50); at Burlington with C. B. & Q. R. R. (table 18), St. L. E. & N. W. R. R. (table 55), C. B. & E. C. Ry. (table 54) and for Carthage (table 25).

Both lines, passing through exceptionally rich farmlands of Des Moines, Henry, Washington, Jefferson, Keokuk and Mahaska counties, were extremely important feeders for the Burlington line. In late 1884, the B&W extended 1 mile beyond Oskaloosa with a branch to serve the Bolton & Hoover coal mine just west of town. This started a flourishing business in handling coal in the prosperous mining days of Mahaska County, along with heavy ice shipments, supplies for the mines, and an increase in passenger business that paralleled the increase in population. Excursion trips were also frequent during this time. With such a success, it was easy to understand the many years of rumors that spread over the line, of the absorption and standardization by the CB&Q.

An early as 1884, the CB&Q was interested in widening the gauge of the two lines, and had general manager Robert Law prepare this estimate for George Harris on October 6, 1894.

"In accordance with your verbal instructions of recent date, I submit herewith a detailed statement of the cost of changing the B&NW and B&W narrow gauge to standard, and for convenience, treat the line Burlington to Oskaloosa inclusive as B&W and from Winfield to Washington as B&NW. I might add that the approximate estimate is outside figures, but very close, as we are now in a position to determine almost exactly the cost.

**BURLINGTON & WESTERN
90 MILES BURLINGTON TO OSKALOOSA**

90 Miles complete 65# rail @ \$22.50 per ton	206,839.28
Angle bars for same	44,684.64
Bolts and nuts	5,654.88
Spikes	10,400.40
3 Std. gauge crossings for IC, IC & CRI&P @ \$100.00 each	300.00
100 track frogs	1,500.00
90 std. switch stands complete	1,080.00
180 std head chairs	270.00
450 spread bars	450.00
90 connecting rods	90.00
200 std. gauge rails - labor bending etc. @ \$1.80 each	360.00
62,500 6x8-8' ties @ \$.35 each	21,875.00
50 sets switch ties 29,950 feet @ \$16 per 1,000	479.20
10 sets switch ties 5,990 feet @ \$16 per 1,000	95.84
Cost of labor on track \$100 per mile complete	9,000.00
Cost of repair to bridges, labor & MTLS included	<u>14,290.85</u>
	317,370.09
Less cr. acct. old iron rail 35# yd. to be sold	43,543.50
cr. acct. old 48# steel rail to be used on Winfield Branch 1,848 gr tons @ \$18 per	<u>33,264.00</u>
	\$240,562.59

**BURLINGTON & NORTHWESTERN -
19 MILES WINFIELD TO WASHINGTON**

19 miles track complete 48# steel rail including 'J' fastenings taken up between Winfield and Mediapolis	25,796.56
Spikes 121,980 lbs @ 1.80 per CWT	2,195.64
20 frogs old 48# steel @ \$10 each	200.00
26 std. switch stands @ \$12 each	312.00
6 switch rods for each stand	156.00
40 std. head chairs	60.00
40 guard rails - labor, bending, etc	72.00
22,800 6x8-8' ties @ \$.35 each	7,980.00
20 sets switch ties	191.80
Cost of Labor on Track \$100 per mile complete	1,900.00
Cost of repair to bridges, labor and MTLs included	<u>2,285.22</u>
	41,149.22
Less cr. acct. old iron rail 30# yd. to be sold 985 GRS tons @ \$10.50 per ton	10,342.50
	<u>\$30,806.72</u>
After relaying this track with good 48 lb steel from the B&W we will have for side track purposes 5 1/2 miles complete 48# steel and iron worth \$18 per ton - 450 tons for a total of \$7,470.00.	

In this statement I have taken into account everything necessary to make good second class tracks suitable for the business as it new appears, and a road good enough to put us on an equal footing with competitors. The narrow gauge rolling stock now in use has seen it's best days, and to continue using it heavy repairs will have to be made, such as new sills, running gear, etc, very soon. The heavy parts of the locomotives also will have to be renewed.

Therefore, it seems to me, that if it can be shown that a change in the gauge is desirable, at all, such change would be made the coming spring, and to that end, I would recommend that such change be made, and that portion of the line owned by the CRI&P and known as the Knoxville Branch, extending from Oskaloosa to Knoxville, be leased or purchased, and connections made at Oskaloosa with the B&W, and Knoxville with the Albia and Des Moines branch of the CB&Q, thus enabling us to operate standard gauge trains between Burlington and Des Moines, making direct connections with important trains of the system to and from Chicago, Peoria, East St. Louis, Quincy, Hannibal, Keokuk, and points on the CB&KC."

Mr. Law continued to expound on the benefits of widening the gauge, and concluded with this statement, "the grade and alignment of the B&NW and B&W are very good, maximum not exceeding 30 feet to the mile, and but a few curves, none sharper than 3 degrees."

This report evidently was well received by the CB&Q management, as plans were set in motion to accomplish this task. Even though profits were being taken by interchange costs, they decided not to proceed the next spring as suggested by Mr. Law, but instead to wait until 1900. It was then they began in earnest the preparations necessary for the change of gauge. The target date for the completion of conversion was set for the summer of 1902.

Many changes were done in such a manner that they went totally unnoticed by those residing along the tracks. The original iron rail was replaced with heavier steel rail to handle the increased weight of the large equipment. The roadbed was widened, along with culverts, bridges, and ties. Station platforms and switch stands also had to be modified. During this time a special piece of equipment was designed

and constructed at the West Burlington Shops, especially for this project. This "adzing" machine was designed to cut the "seats" in which the wider rails were to rest on the uneven ties. Simply, this machine was a steam driven engine mounted on a flat car. The steam engine drove a shaft, on which was mounted two sets of saw blades spaced the exact distance apart for the seats. This shaft could be lowered to the ties to make the cuts. This machine was then run over the entire line, accomplishing in a few days, what would have taken many men all summer to do. Not only did the machine work faster, but it cut far more accurately than could have been done by hand.

Upon the completion of the preliminary work, June 29, 1902 was selected for the actual widening of the track. Approximately 500 skilled men were hired, stationed at various places along the line, and instructed of their duties. Strongly emphasized was the idea that this widening was to be accomplished in one day! The B&NW was deeded to the B&W on June 20th in preparation for the eventual takeover of both lines by the CB&Q.

On June 28, all the local papers reported on what was to take place the following day. The Washington DISPATCH announced "The little engines, coaches, and freight cars made their last regular runs on the narrow gauge system today." The Burlington HAWK-EYE reported "Conductor Moreland and Engineer Pierce's train between here and Winfield will make its four regular trips today for the last time. There will be no service for the public tomorrow. Early in the morning the remaining coaches and freight cars which have not been sold will be run into Burlington. It is the intention of the company to have the entire system widened out tomorrow. "Chicago, Burl., and Quincy rolling stock will be pressed into service Monday and used until the new rolling stock for the B&NW is built."

Another report in the DISPATCH from Washington stated "Before the people have rolled out from under their bed clothes tomorrow morning the work of widening will be well under headway. The work is to commence bright and early at 4:30 o'clock. With nearly one hundred men, Roadmaster Robert Shields, of the C.R.I. & P., will start out to do the work between here and Winfield. He will divide his

men into three sections. Foreman Bailey of the Rock Island, with one set of men will remain here and do the work in the yards of this city. All the spikes are ready some of the outside ones being driven. The inside spikes holding the narrow gauge rails have been drawn with the exception of four to a rail. The rails can be taken up and placed quickly tomorrow by pulling the four remaining spiked and turning the rail over to its place. The work between Winfield and Burlington and Winfield and Oskaloosa has been assigned to workmen for the C.B. & Q., and the B.C.R. & N. and the Hannibal and St. Joe and other lines."

The disposition of the rolling stock, mentioned by the HAWK-EYE, was done as much as possible, before they would become obsolete. The freight cars, readily adaptable for use as coal houses, chicken coops, and small graneries, were eagerly snapped up when sold for \$10 each. By Saturday night, all engines and the remaining cars were brought to Burlington, with the exception of two short passenger cars which made their last runs into Washington and Oskaloosa that night. Only three engines in service on the two lines have any record of disposition. Engines No. 44, 66, and 100 were sold to the Fulton County Narrow Gauge line south of Galesburg.

At 4:30 Sunday morning in Washington, "Half the town was wakened by the long, drawn-out, solemn notes of Claude Pierce's engine as it called together the men who were to go out and make the B. & N. W. a stanard gauge road." Approximately 125 miles of narrow gauge rail were to be re-gauged in the period of one day. (Still a remarkable feat in this day and age.) General Manager Robert Law was in supreme command for the occasion, his headquarters strategically located at the junction of the two lines in Winfield. C. McEnery and Robert Shields, Roadmaster of the RI, and Roadmaster J.T. Sheehan of the Burlington were to be Law's lieutenants.

The last scheduled narrow gauge train to leave Oskaloosa was the Saturday evening 6:15 passenger running to Burlington. However, the last actual narrow gauge train to depart, was a special train in charge of Conductor "Billy" Moreland, drawn by engine #33 with Engineer N. Bentley at the throttle, Frank Barton firing, and Ray Wells the brakemen. This extra carried about 200 workmen to be distributed

along the line. Promptly at 4:00 a.m. the extra left Oskaloosa.

The workmen were dropped off along the line at intervals of four miles, and as soon as the train departed, they began converting the tracks. The last gang to leave the special train disembarked at about midway between Hedrick and Martinsburg. The train was then backed to Hedrick, ran into a siding, and the fire dropped. The paper remarked about this, saying "A dead engine and abandoned equipment standing apart on the siding made a picture that will not soon be forgotten by those who saw it and it was generally regretted that the conditions of the day made the taking of photographs impossible."

The last narrow gauge train to leave Burlington was a work train similar to the one leaving Oskaloosa. It carried about 150 "sturdy tracksmen, who proceeded to the scene of the contest against time and the elements." Also on board were a delegation of Burlington newspaper men accompanied by representatives of the event. At 4:30 a.m. Sunday morning this train departed Burlington, distributing men at the pre-arranged intervals along the line to a point beyond Brighton, where it too was sidetracked and killed. Both trains were later hauled back to Burlington upon standard gauge flatcars.

Most gangs along the line consisted of 16-20 men. Usually six were assigned to pull spikes, four to move the loosened rail into place, and six to drive the spikes which fastened the rails in their new position. Others finished any necessary odd jobs. Each gang was in the charge of an experienced track foreman. The men were paid the fantastic sum of 30 cents per hour. The crew at Brighton struck at noon demanding 50 cents per hour, but gave in when lunch was served.

The ground was soggy from an incessant rain that beat down all day upon the workers. The paper accounts tell of the "patience and fortitude, the grim, silent determination which possessed all concerned in the work from the chief who directed it, down to the muscular fellows who without murmur plied their sledges throughout the day, drenched to the skin, all working as if the balmy breezes of June were cooling them and a gentle sun was shining upon their efforts."

Liberal provisions were made by the

company for the meals during the day - breakfast, dinner, and supper. Contracts were let for supplying 6,000 ham sandwiches (approximately 12 per man!), 500 dozen hard boiled eggs (about 1 doz. per man), as well as 250 gallons of coffee and barrels of water that were deposited at stated distances.

The whole event was calmly guided by General Manger Law from his headquarters at Winfield. Directing by wire and in person, he appeared to strangers as an unconcerned spectator, but he was "keeping the wires hot" as the work progressed. Some reports came in at progress of a mile an hour for some crews, others made slower time, but nowhere along the line was there any lagging.

Some recorded spurts were H. Jackson's crew near Winfield completing 2 miles in 2 hours, and J.T. Sheehan's crew completing 3 miles between Hedrick and Martinsburg in 3 hours. Roadmaster Calvin made 3 1/2 miles in 3 1/4 hours, and McEnery, having started as soon as the train passed Mediapolis, made his allotted 4 miles by 10 o'clock, and although his men were tired, they continued to widening another mile within an hour.

The rainy weather hadn't dampened the interest in the widening project. Thousands of people flocked to the stations to watch the men at work and to applauded the sight of the first standard gauge train. "It was no mere idle curiosity that caused these people to leave their comfortable homes and brave the inclement weather. Many well informed people were out, and they were fully impressed with the importance of the change." The soggy ground did cause the crowds to miss what the papers called the "peculiar cheerful music of the steel hammer ringing on the spike. Under favorable condition it would have been a great anvil chorus" that was played along the line that day. But the ground was so saturated that it could not offer the proper resistance to the ties as the spikes were driven home.

The first standard gauge train on the line was a Burlington "extra" that had brought workmen up from Ottumwa over the CRI&P. It followed the widening rails out of Oskaloosa and was run as the regular morning passenger #24. It left Oskaloosa and did not arrive in Burlington until 2 a.m. Monday, over 7 hours late. It was equipped with flat cars and passenger coaches, and along its run picked up

men, tools, and supplies. Occasionally the train had to wait at railroad crossings where the installations were most difficult and time consuming. The longest wait was for the temporary "strike" of workmen at Brighton. Another wait was caused by a derailment of a car on the west bound freight near Coppock. After rerailling the car, the westbound train, "The Fox," proceeded to its meet at Coppock, where the crews were to change trains and return to their original terminals.

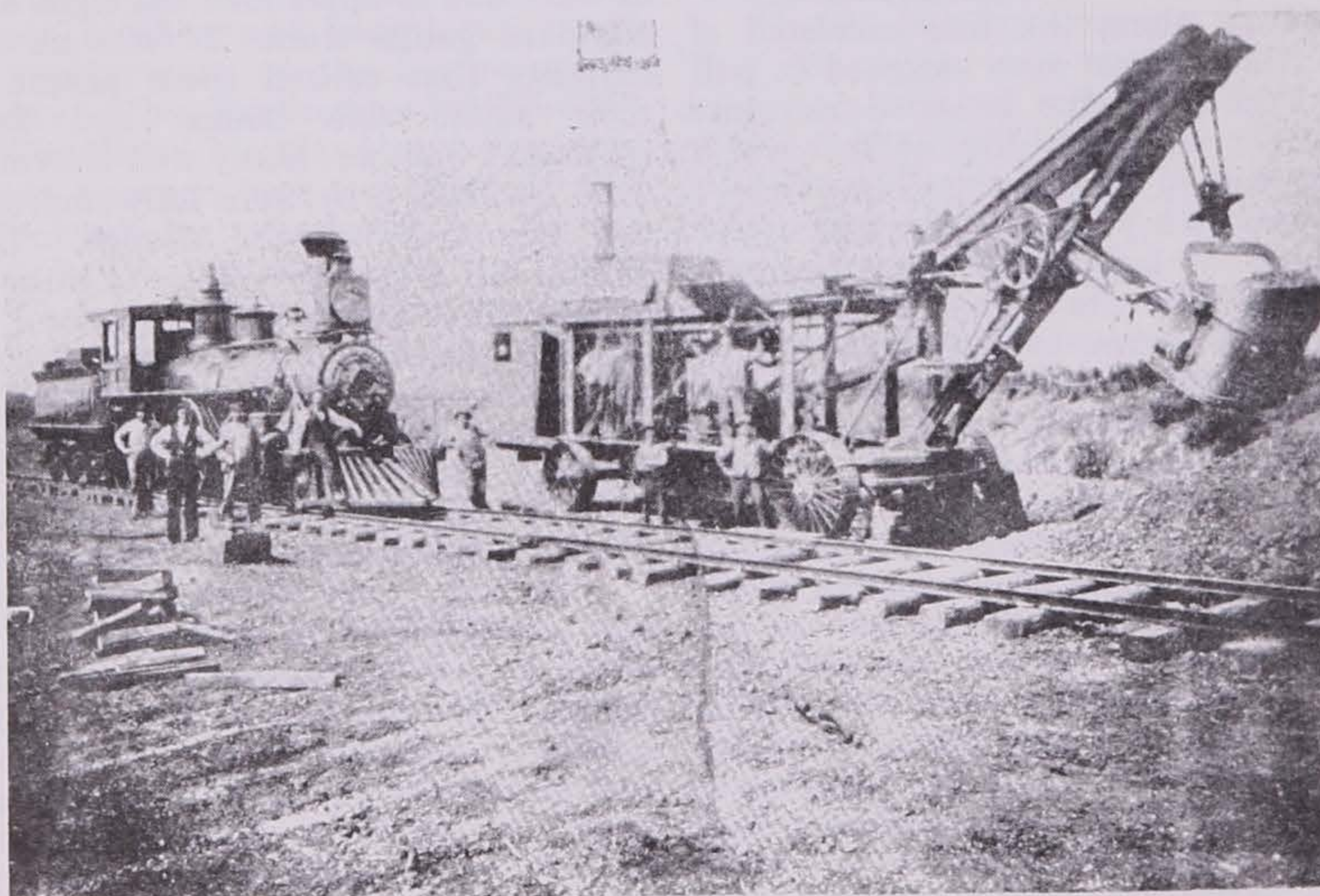
The Washington branch was completed first, and "At 8 o'clock . . . the Fox Flyer pulled into Washington, just two hours behind the carded time. A large crowd was on hand to cheer the arrival of the cars, now marked "C.B. & Q."

Evidently an oversight in planning caused the workers on the eastbound train to leave their coaches to widen a switch track so the two trains could pass. Inasmuch as the men had already put in a full days work, and having to do almost all of the siding by lantern, it took a long time. It was well past midnight before their journey to Burlington resumed. The men were so exhausted that many fell asleep in what the paper described as the most

"grotesque and uncomfortable positions imaginable."

Roadmaster McEnery was quoted by reporters on that train as he became reminiscent. "We have established a world-wide record today", he declared, for the transformation of "a narrow gauge to a standard road, and having smashed all previous attempts by fully thirty-six hours." The best previous record having been the widening of sixty-five miles of road in two days. "Twenty-six years ago, June '76, I remember the first rail I laid for the B&W.", he continued. "And now today I've witnessed the windup of the narrow gauge and again assisted in starting a project in which the farmers and citizens are rejoicing as much as they did twenty-six years ago this month."

This remarkable engineering feat was accomplished as had been planned. Approximately 125 miles of 3 foot gauge track had been widened to the standard of 4 foot 8 1/2 inches in one day, virtually all between daybreak and dusk. These lines would be the last narrow gauge lines in Iowa to be converted from narrow gauge to standard gauge, all the



Changing C.B. & Q. from narrow gauge to standard. Credit: Dr. P. L. Etter

others would just be abandoned.

The rolling stock not sold to farmers along the road, along with all but three engines, were stored at West Burlington for about two years after being purchased by a company that dealt with outmoded railroad equipment. Eventually it was purchased by the Japanese government, and it is RUMORED that the equipment was then used on the Siberian Railroad.

Facts on the disposal of equipment are sketchy because all the records of the two lines were moved from Burlington to Chicago and were destroyed in the general office fire. We do know that three engines were sold to the Fulton County Narrow Gauge, and were used there until that line also was standardized. It is possible that these engines were also sold to Japan, but it is generally believed that they were scrapped at Galesburg prior to 1910. At least one boiler from FCNG engine #1 is documented as being used as a steam supply for one of the buildings at the tie plant, which would help support the theory of scapping in Galesburg.

Within six months of the widening, on December 1st, the B&W gained control of the B&NW, and signed a 25 year lease for the entire line. Exactly one year after the lease, the entire B&W line deeded to the CB&Q. A line from Oskaloosa had been extended westward to Tracey to join with the CB&Q's Des Moines to Albia branch, and regular Des Moines to Chicago passenger service was inaugurated. Pullman cars were operated between Oskaloosa and Chicago for a number of years until dwindling business forced discontinuance of the sleeper service and eventually the through train.

It's interesting to note that locally both branches were called their respective narrow gauge names until they were abandoned. Even the joint line north from Burlington continued to be called the BCR&N even though it was the Rock Island's since 1879. A station agent at Burlington during the sixties recalled that these references used to really confuse visiting officials from Chicago.

On March 1, 1904 the CB&Q and CRI&P renewed the agreement for trackage rights over the CRI&P's line from Burlington & Western Junction (immediately south of Flint Creek) to Mediapolis, and further agreed to consolidate the trackage from the B&W

junction south to the termination the line at Market Street. The CB&Q was to rearrange it's trackage over the 1.56 miles so that it more closely paralleled the CRI&P. Trains from both companies would then use the lines, northbound trains using the RI, and southbound the CB&Q's. The CRI & P would retain ultimate control over the lines and would be responsible for their maintenance.

During the year 1917 came another sign of change for the two branches; all passenger trains on the two lines became "mixed" trains. The railroad deemed this a necessity due to the scarcity of men that were available in the area, many following their patriotic call to serve into the war.

On April 17, 1918, there was a terrific snow storm that caused the eastbound mail train to get stuck in a drift about 2 miles west of Cedar. Everyone on the train helped to dig, but it took 2 days to dig the train out. Since there was no food service on the train, the passengers melted snow to drink.

With the governments takeover of the railroads, the Burlington's station at Washington was closed in October of 1919. It's windows were boarded up, and it's furniture moved to the Rock Island depot. The JOURNAL reported that "the change wasn't satisfactory to anyone; it crowded the already congested RI depot and yards to overflowing, 'balled up' train service generally, and made a longer walk for Burlington passengers." After the "War to End All Wars" was over, the operation of the railroads was returned to private control in 1920.

In October of 1928 another change took place in the operations of the two branch lines. Motor cars, or "Doodlebugs", started their service to try to further minimize the costs over the marginally profitable line. Motor car #572 was assigned to the Burl-Oskey run from 10/28/27 through at least 2/28/31. The 572 was built by the St. Louis Car Co., it was 75' in length with a 15' RPO and a 25 1/2' baggage/express section. It's passenger capacity was 32, with 10 smoking and 22 general passenger. It was powered by a 275 hp Electro-motive 5 cylinder engine and GE electric equipment.

Motor car #529 was assigned to the Winfield to Washington run. The 529 was powered by a 275 hp Electro-motive 6 cylinder

engine and GE electric equipment. It was built in December of 1928, and had a Pullman body.

According to the 1931 through 1933 timetables, the motor car train #23 departed Burlington at 7:20 a.m. and arrived in Oskaloosa by 11:40 a.m. After being serviced, it departed Osky at 2:45 p.m. as train #20, then arriving at Winfield at 5:18. Departing Winfield at 5:20, as train #21, the little motor car arrived at Washington at 6:00 p.m. was turned, and then returned to Winfield to depart as southbound trains #20 & #22. Its trip ended at Burlington at 8:20 p.m., having covered both branch lines from end to end.

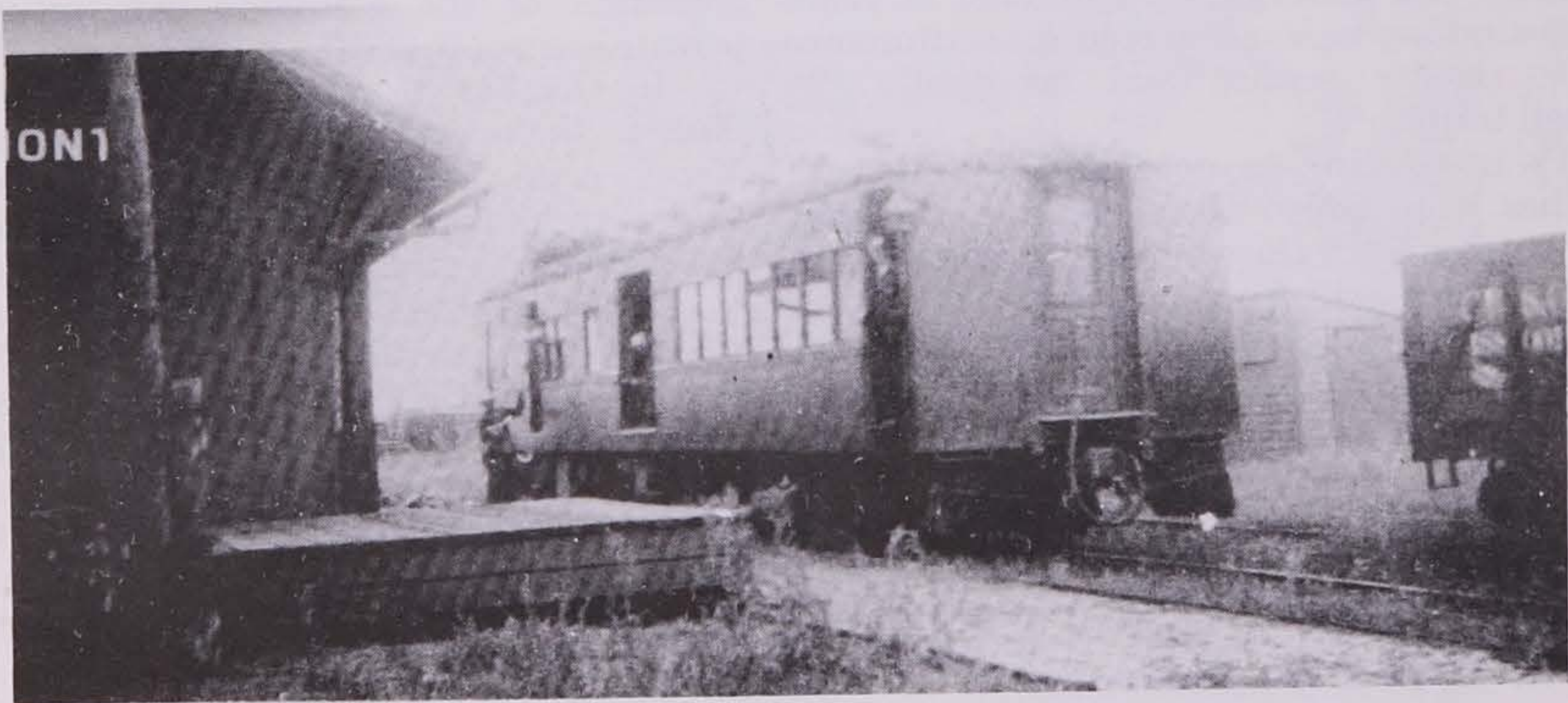
The other motor car was used for the other train servicing the lines. Freight service was curtailed over the Winfield - Osky line during 1931 and again in 1933. However, the weekly stock train continued to be used especially at Fremont where 8-10 cars of stock was loaded to be picked up every Sunday night.

The Oskaloosa HERALD reported on September 29, 1934: "Sunday will mark the closing of the most romantic chapters in Iowa railroad history when the Minneapolis & St. Louis Railroad formally takes possession of Chicago, Burlington & Quincy Railroad facilities between Oskaloosa and Winfield and between Oskaloosa and Tracey."

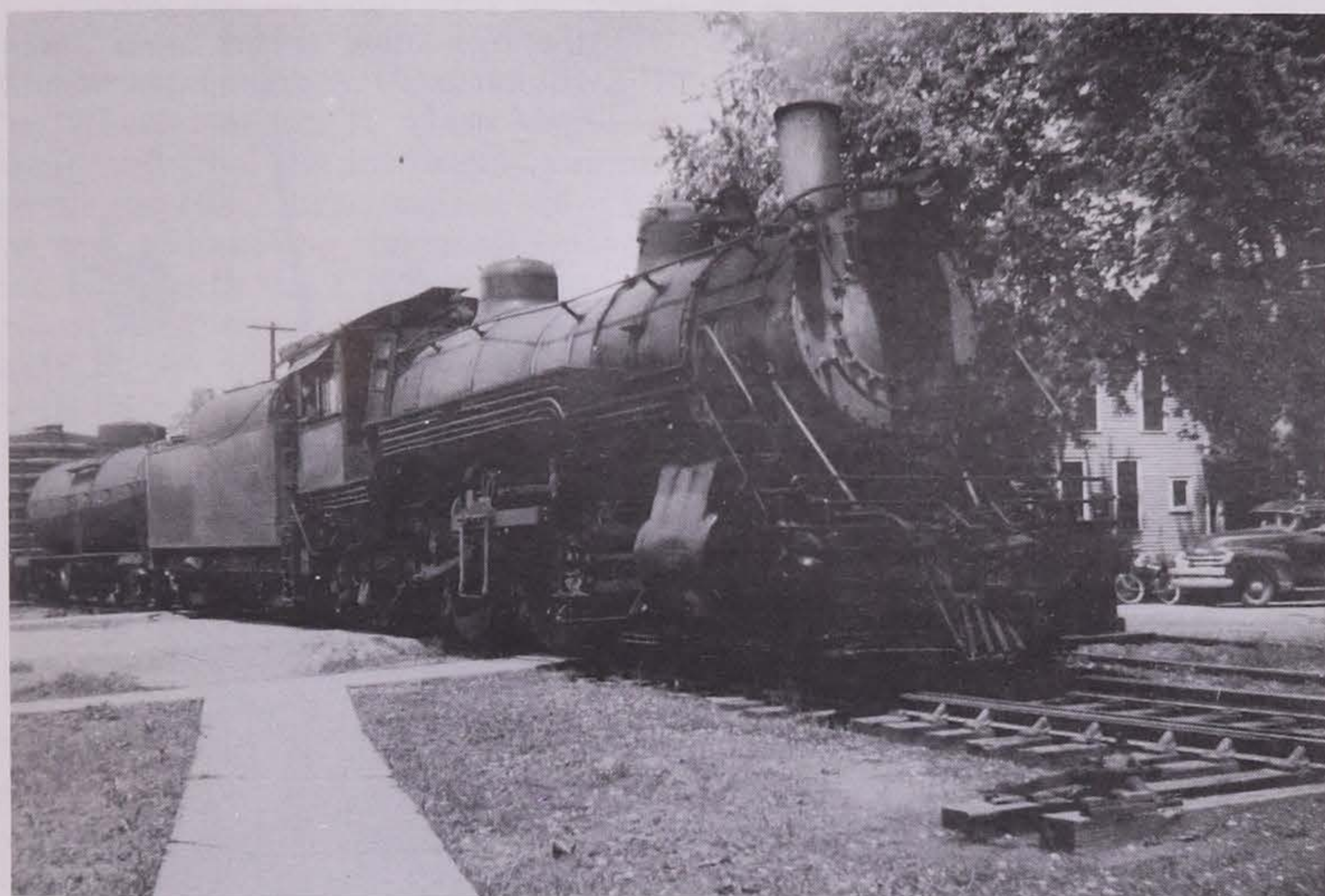
"The consolidation of the two railway properties in this section of Southern Iowa is in line with federal program of railroad reorganization for the elimination of parallel and duplicate service and is intended to turn two debt incurring lines into a single profit earnings system."

According to the HERALD, "The last Burlington train to run out of Oskaloosa was motor passenger coach No. 20, which left at 2:45 o'clock this afternoon for Burlington. Local No. 96 which left for Winfield at 2:30 o'clock this morning was the last "Q" steam mixed train to travel over the line."

The M&StL bought sections of the line between Coppock and Martinsburg (30.52 miles), Oskaloosa to Tracey (13.85 miles), and .67 miles in the Osky terminal. The purchase was made for \$300 per mile, or a total of \$13,512.00, that included the M&StL's purchase of trackage rights between Tracey and Des Moines over 48.825 miles of the CB&Q. The purchase allowed the M&StL to eliminate 4 railroad crossings with the CB&Q. A new interchange was built at Winfield at a cost of \$3,074. Stations abandoned on the B&W line were Wayne (with a whopping population of 11), Noble, Fremont, Cedar, and Stark.



Last Passenger train to Depart Fremont, 1934. Credit Oskaloosa Public Library



CB&Q #2593 Mixed train gets ready to leave Washington. August 1951

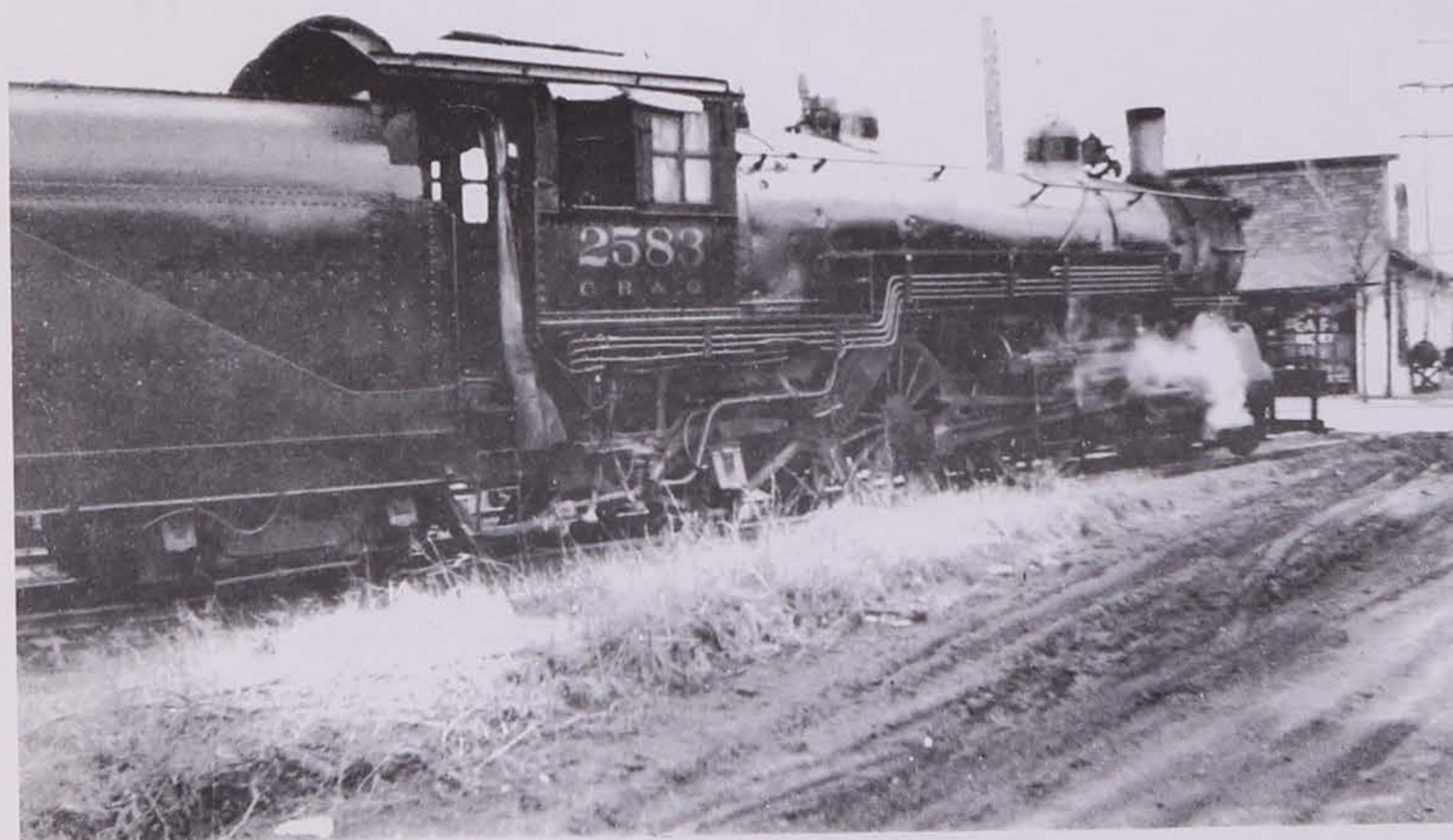
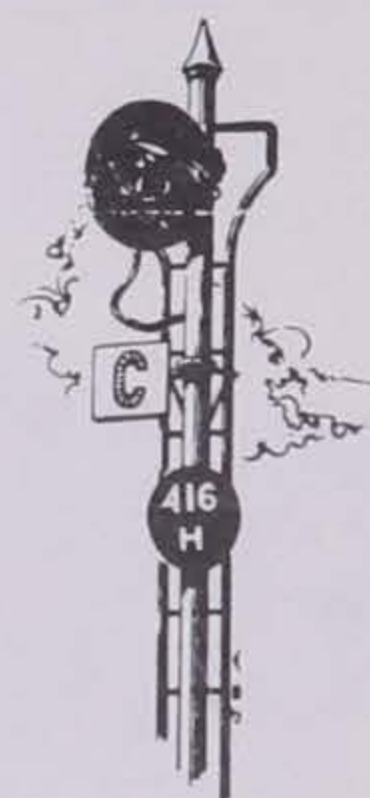


CB&Q #2593 Mixed train leaves Washington, near Airport. August 1951





A rare Double Headed, Dailey Bros. Circus Train approaches Washington near East Polk Street. August, 1948



CB&Q #2583. Sets on Wye, while crew eats lunch at the Union Cafe, North 4th Ave. 1950.



During the 30's and into the last days of steam, most trains were run with "P" class Atlantic type engines. Occasionally a "K" class Ten Wheeler or an "H" class Mogul would be summoned from the Burlington roundhouse to handle the run. These engines were well up to the task of handling the small trains over the line. Even with the 1.15% grade to Sperry, the trains were never long enough to warrant doubling the hill. The last steam over the line to Washington was in August of 1953.

After steams' retirement, one of Burlington's yard switch engines would handle the short turn to Washington. The primary traffic over the line was still grain, livestock and LCL freight. The livestock trains were run every Tuesday and Friday, with over 20 full cars in the consist by the time the train reached Burlington. The destination for the stock was usually Chicago or the packing house at Ottumwa. Grain was also a large commodity shipped over this line, with each



CB&Q #9219 Mixed Train heads to Washington with an extra coach of Boy Scouts. May 1963 Near Airport.

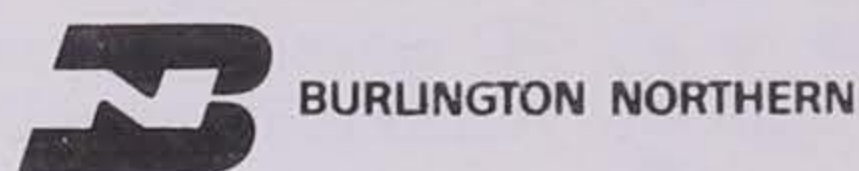


CB&Q #9240 Mixed Train, now diesel, leaves Washington on So. 6th Ave. 1951

town's grain elevators well equipped with a large stack of "door plugs" for shipping in boxcars. Less than carload shipments, coal, and other miscellaneous items filled out the waybills, although steadily decreasing until the end.

The only service on the remaining portion to Washington, were mixed trains #22 & #23 which ran daily except Sunday. Train #23 departed Burlington at 7:30 a.m., and arrived at Washington at 11:00 a.m. It layed over only 45 minutes and departed for a 3:25 arrival in Burlington that afternoon. In 1945, the timetable shows that the northbound time was cut 15 minutes, arriving at Burlington at 2:55 p.m.

This schedule was kept well into the sixties, and even through 1966, when service to Washington was cut back to Monday/Wednesday/Friday. On Tuesday/Thursday/Saturday, the train only went as far as Mediapolis, departing Burlington at 12:30 p.m. after a half-hour trip to Mediapolis, the train headed back to Burlington at 1:30, switched the U.S. Gypsum plant at Sperry, and arrived back in Burlington that afternoon at 2:55. This run was primarily to protect the traffic from



OTTUMWA DIVISION
(Burlington - Washington)
SEVENTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between Maximum Speeds Permitted
Mediapolis and Washington..... 20 MPH.
Between MP 33.45 and MP 34.10..... 15 MPH.
Highway Crossing MP 15.93..... 5 MPH.
Bridge 35.05 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than 210,000 lbs. not permitted without authority of Superintendent.
Between Burlington and Washington bridge derrick 975501 and 250 ton wrecking derrick must not operate.
3. **Train Register Exceptions—None.**
4. **Clearance Provision and Exceptions Rule 83(B)—**
At Burlington trains enroute Seventh Subdivision will secure CRI&P Clearance and BN Clearance.
Mediapolis—Trains will be governed by clearance received at Burlington.
5. **Between Mt. Union and Winfield approach Highway Crossing No. 78 at MP 30.84 prepared to stop and protect crossing if automatic signals not functioning.**
6. **Automatic Interlocking not indicated at station.**
Rock Island Crossing 4.5 miles east of Washington.
7. **At Mediapolis, normal position of switches connecting BN main track to Rock Island main track is for Rock Island. Normal position of switch connecting BN main track to Rock Island Park track is lined for Rock Island west crossover switch.**

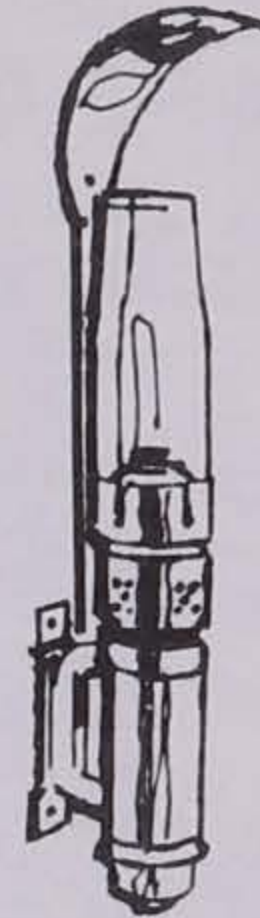


Burlington-Washington	
Mls.	Table No. 49
0	Burlington, Ia.
	1, 8, 24, 37.....
9	Latty
12	Sperry
15	Mediapolis
21	Roscoe
24	Yarmouth
28	Mt. Union
34	Winfield
40	Wyman
44	Crawfordsville
47	Havre
50	Washington

Unloading Montana Feeder Cattle at the BN Stockyards at Washington, Oct. 6, 1971. Bill Schofield, BN Conductor on the right.



Unloading Railway Express from a combine made from an old coach. Washington Dec. 1958



Riding in the old combine on the mixed train, July 6, 1959. Diane Franzen (now Mrs. Gary Spurgeon), right, Cheryl Franzen (now Mrs. John Lyon), left. Many children got their first train rides on this mixed train.

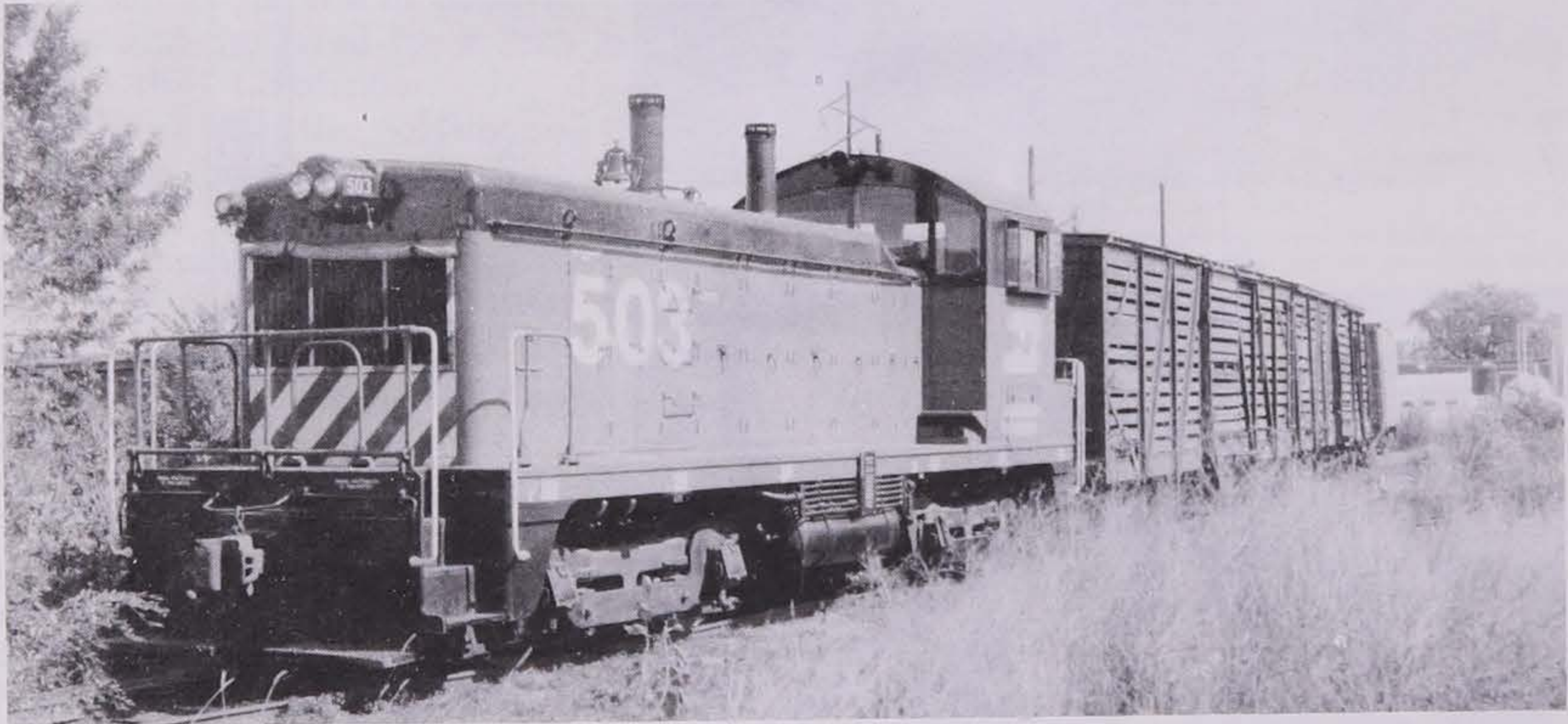


CB&Q Caboose at Washington Depot. March 1965. Wooden Caboose was built in 1885. Scrapped in 1973.

the gypsum plant. According to the 1968 employee timetable, new numbers 656 & 657 were assigned to these runs.

The last train over the B&NW was lead by BN #1565 on August, 13, 1979. The revenue consisted of 1 boxcar of wool shipped from the Duwa Bros. Farm near Kalona. Mr. Duwa was somewhat of a railfan and insisted on shipping his products via the railroad. The BN had intended on continuing service over the line

until the Rock Island's Flint Creek bridge was wrecked by R.I. derailment. The Rock, in deep financial trouble, decided not to replace the bridge and stopped service over their line. This action convinced the BN to abandon the Washington line, and the final decision was given February 4, 1980, with Docket No. AB-6 (Sub-no.65f). On June 29, 1981 the BN's trackage rights over the CRI&P were discontinued north of milespost 2.5 at Flint Creek.



BN 503 Ex CB&Q 9206. Unloading feeder cattle at BN Stockyard on WYE North of Washington Depot. Oct. 6, 1971



BN 1565, Last Train on the Washington branch. South bound thru Havre, IA on August 13, 1979 with one car of wool.



Track being removed on South 6th Ave. Washington. March 11, 1981.



**Dennis Franzen stands at end of abandoned track. N.E. corner of the Wye.
June 14, 1981. Rock Island track connection.**

NRHS bulletin #13 reported: "The salvage company started to remove the rails from the BN branch from Washington to Mediapolis on March 11, 1981. They move very fast, and ten miles were town up the first day. They are expected to complete the job by May 1."

The small portion of tracks remaining between downtown Burlington and J.I. Case plant are now operated by the Burlington Junction Railway. Service is given the industries in Burlington's north river bottoms on an "as needed" basis with one GE 44-tonner. Interchange is still made with the BN at the end of Market Street, but the traffic is very infrequent.

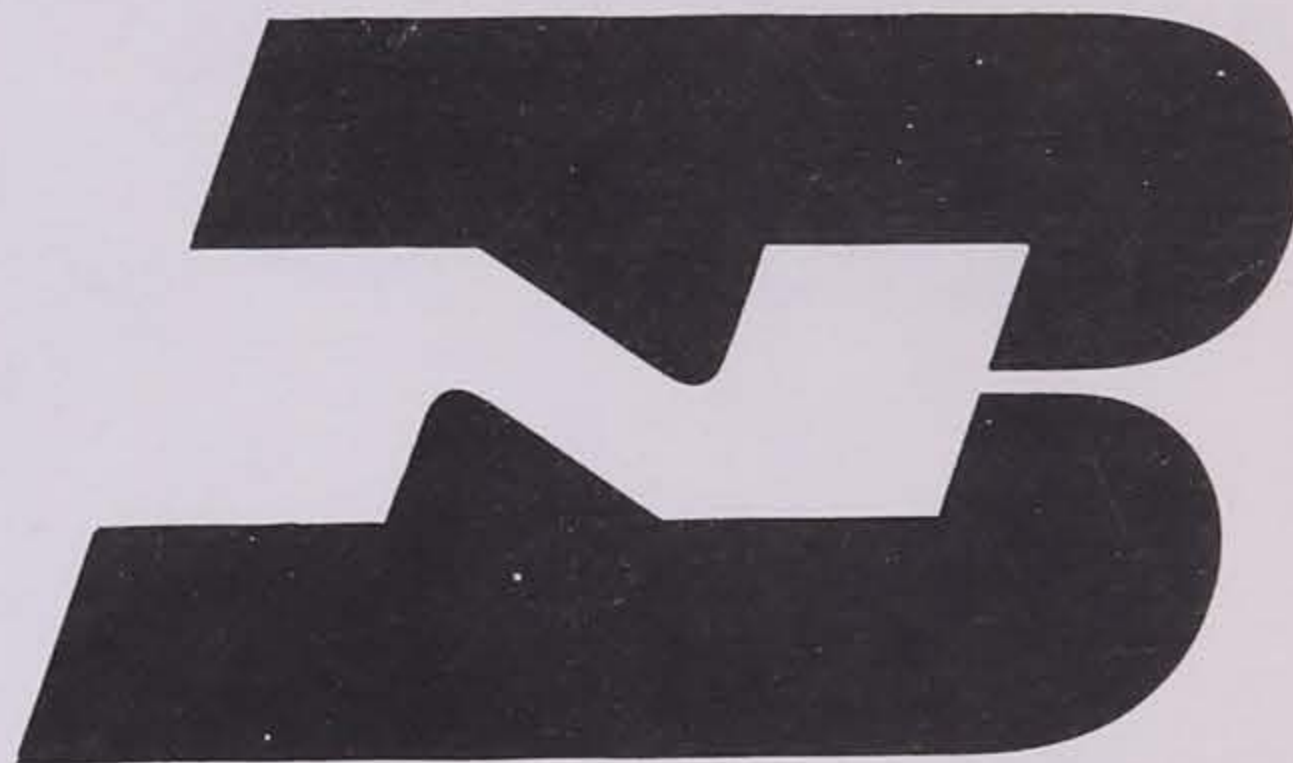
Thus closes the final chapter in the history of one of the most colorful and interesting CB&Q branchlines in the state of Iowa.

Welcome Aboard via Burlington

6 5 0 3 3 Form 4-C	CHECK To be taken up by FIRST RETURN CONDUCTOR
	Washington, Iowa.
	STATION STAMPED ON BACK COACHES ONLY ROUND TRIP
	Not Good for Passage
	HALF IF ★ PUNCHED
	CHICAGO, BURLINGTON & QUINCY R. R. CO.



Ticket issued at Crawfordsville for the mixed train. Sept. 13, 1956.



Most histories like this one, come about through a lot of research, in libraries, in local histories, and through local papers. This history is no different, but the bulk of the research was done by the Burlington Route Historical Society's authority on Burlington narrow gauge, Mr. Joe Douda. Joe allowed me access to his vast collection of B&W and B&NW information. The information about widening the gauge of the B&W and B&NW lines came from an Iowa State Historical Society's "PALIMPSEST" of April 1932, written by Ben Hur Wilson. Other sources of information come from "A History of Washington County Iowa", written by Kathy Fisher, and "Railroads of Washington County Iowa", written by Leo Stone.

Acknowledgements should also be given to Carol Semmes and others at the Newberry Library for their help in digging through the CB&Q archives; the Burlington, Oskaloosa and Washington public libraries; to Mark Hamre for the use of the B&W-B&NW passes from his collection; to Don Ford, Robert Steward, and Charlie Norris, retired CB&Q employees who spent time reminiscing about their work in Burlington and on the Washington branch; and to all the people who have let me use their photographs to illustrate this article; Robert Brown, Bernard Corbin, Arn Hunger, and the Iowa State Historical Society.

Whistle Signals

Each • means a short toot

Each — means a long toot

- Apply brakes. Stop
- • Warning whistle.
- — Release brakes. Start or proceed.
- • • • Trainman go back and protect rear of train.
- • • — Trainman protect front of train.
- — — — Trainman return from west or south.
- — — — — Trainman return from east or north.
- • Answer to any signal not otherwise provided for.
- • • When stopped, back up. When running, stop at next passenger station.
- • • • Call for signals.
- — • — Approaching highway grade crossing.
- Approaching stations, junctions, and railroad crossings.
- — • Approaching meeting or waiting points of trains.

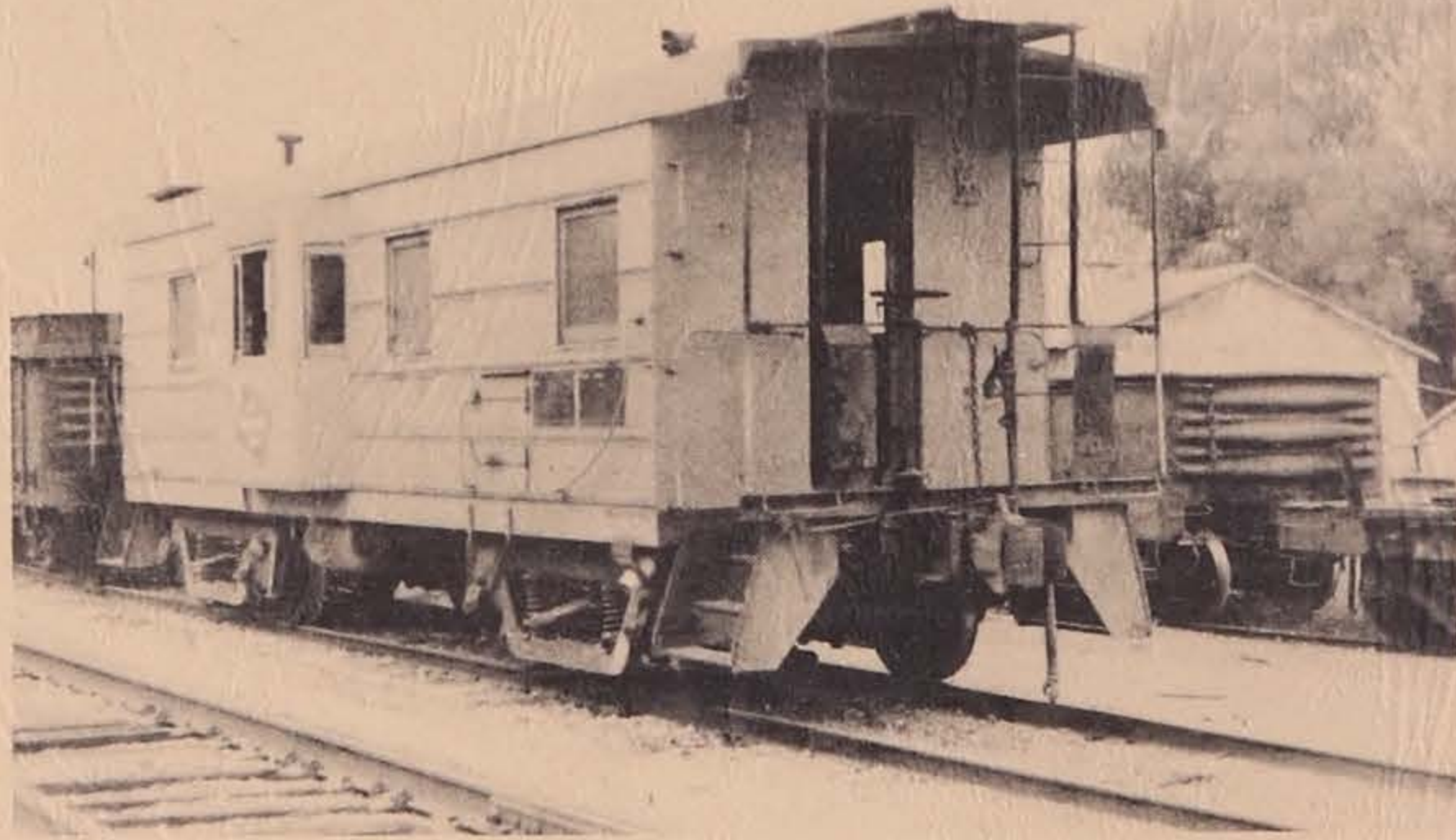
A number of short toots closely spaced is an alarm for persons or livestock on the track.

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Rib sided caboose brings up the end of a work train in Milwaukee yard. Washington, June 1976