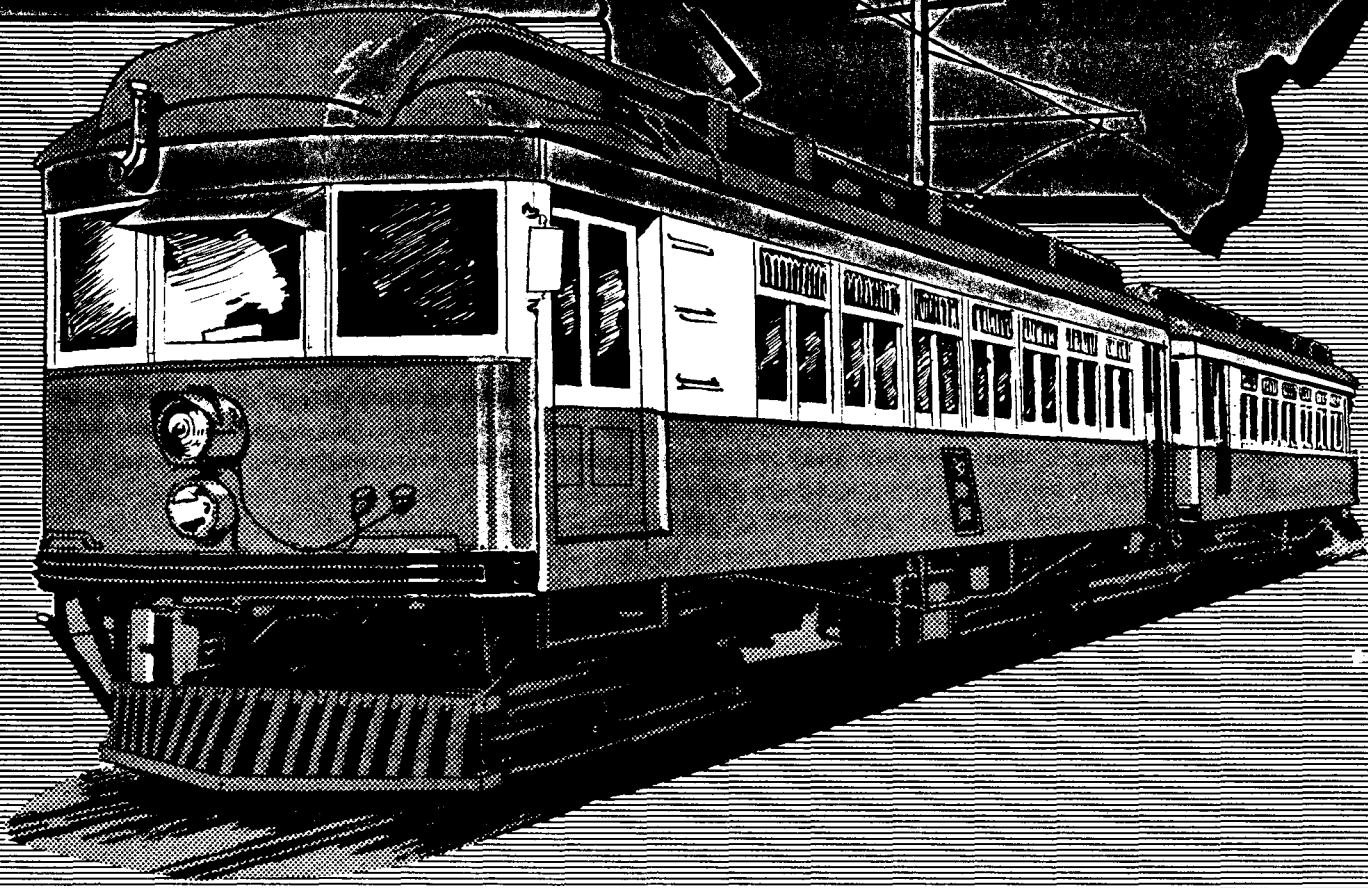


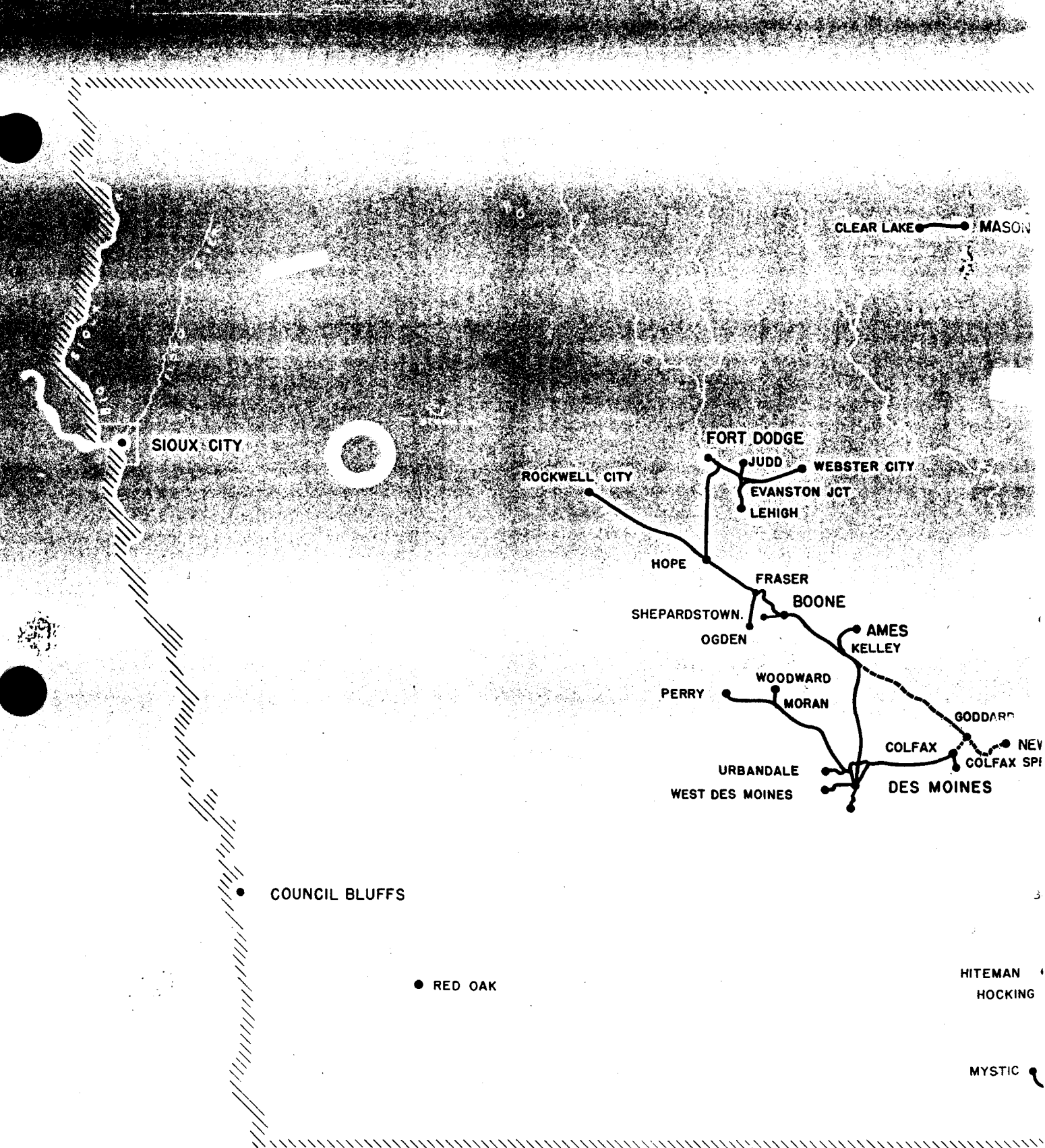
ELECTRIC RAILWAYS OF

IOWA



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TROLLEY SPARKS ... BULLETIN 100
... 1956



SIoux CITY

CLEAR LAKE MASON

FORT DODGE

ROCKWELL CITY

JUDD WEBSTER CITY

EVANSTON JCT
LEHIGH

HOPE

FRASER

BOONE

SHEPARDSTOWN.

OGDEN

AMES
KELLEY

PERRY

WOODWARD

MORAN

GODDARD

URBANDALE

WEST DES MOINES

COLFAX

NEV

COLFAX SPI

DES MOINES

COUNCIL BLUFFS

RED OAK

HITEMAN
HOCKING

MYSTIC

Interurban lines

Ray Dolpini

ELECTRIC RAILWAYS of IOWA

F O R E W O R D :

Another year has rolled around and we again present the efforts of the publication committee of the Central Electric Railfans' Association and of the many friends of CERA who have made information and photographs available for another bulletin in our series of electric railways of the states.

Our subject, Iowa, is of course a favorite with all electric railway students. The hardy nature of Iowa's interurban railways preserved them far longer than their counterparts in most other states. Mason City, Charles City and Waterloo are yet in operation at press time, with Cedar Rapids and Des Moines only slightly over the horizon.

We thought a few words describing the method of preparation of CERA bulletins might be of interest. Most of our readers know that CERA is a not-for-profit group incorporated for historical purposes in the State of Illinois. Beyond this, we sometimes think they may picture a fine office with an expert full-time staff with many modern facilities at their disposal. Actually, everyone concerned with CERA publications (except the contractor who does the actual printing) is compensated only by the satisfaction they receive from the pursuit of their hobby. All work on the bulletin is done after members of the staff have put in a full day's work in their respective fields. But then, this is exactly the same basis on which all other CERA activities are conducted.

Publication work begins each year just as soon as the previous year's publication is in the mail. Subjects which have been under discussion for months or even years before are narrowed and a final choice is made by the publication director, with the advice and concurrence of the CERA board as a whole.

First steps are the accumulation of photos, timetables and other data from basic sources such as the railway journals and the collections of some of the well-known "old-timers" in the hobby. Calls go out to anyone having unusual material and lists are compiled showing the data on hand as well as shortages that need to be covered. Sorting and cataloguing places material at fingertip control.

Office quarters for a regular work time for the publication committee are next arranged. So far

we have been fortunate in securing even the use of drawing tables in after-hour periods without cost to CERA. Maps, drawings and rosters are the next order of business. Compilation into usable form takes a surprisingly large amount of time even when excellent basic data is submitted. Meantime another group of three are working on the thumbnail descriptions- one composing paragraphs, a second rough typing for a third finish typing on CERA's own electromatic typewriter.

Then comes the interesting job of assembly, with its problems of selection and its many compromises between sizes, quantities and arrangements. When space runs out, should size reductions be resorted to, or should some material be rejected? When photos are poor, but the only ones available on a particular subject should we risk criticism of poor reproduction, should we attempt retouching, or should we suffer incompleteness by omission? If the lettering on a map or roster is not up to standards is there time to redo the whole job?

Finally come the captions, credits and the page arrangements, followed by the makeup dummy and the conference with the printer. There's many a booby trap in this phase of the job, and we often wish there were much more time to recheck all these steps several additional times, but by now we're already late for the next year's beginning and the job load now transfers to others.

These are the distribution people, the members who are responsible for getting a copy safely into the hands of each member at home or abroad. They also have the year-round job of supplying copies to the many new friends we develop each year, whose support thru purchase of back issues makes possible the next year's work.

We hope this brief description gives you a better idea of how TROLLEY SPARKS comes into being. If we do not, at times, seem as professional in treatment as you would like, it will be thru lack of experience rather than for any lack of desire to please, for after all, the organization is a hobby group. We cannot expect to demand from the same officers and members year after year, and the new officers of each year earnestly request your support and forbearance of their human shortcomings.

For index and credits,
please refer to page 146.

Tri-City Railway Company **DEC 25**

MILAN ROAD TRANSFER

Good for this current trip or Transfer Injection
 on next connecting car
 after time canceled, for
 transfer as punched, subject to the rules of this
 Company.

No. **535**

JAS. F. LADDEN, General Manager.

From: Milan
 To: Long View
 Fare: 5 Cts.
 Transfer: 5 Cts.
 Total: 10 Cts.

MADE IN ILLINOIS
 1915

THE CITY RAILWAY

No. **555**

From: Central Park
 To: Lincoln
 Fare: 5 Cts.
 Transfer: 5 Cts.
 Total: 10 Cts.

MADE IN ILLINOIS
 1915

TRICITY RAILWAY COMPANY

BRIDGE

ARSENAL STUBS

DAVENPORT

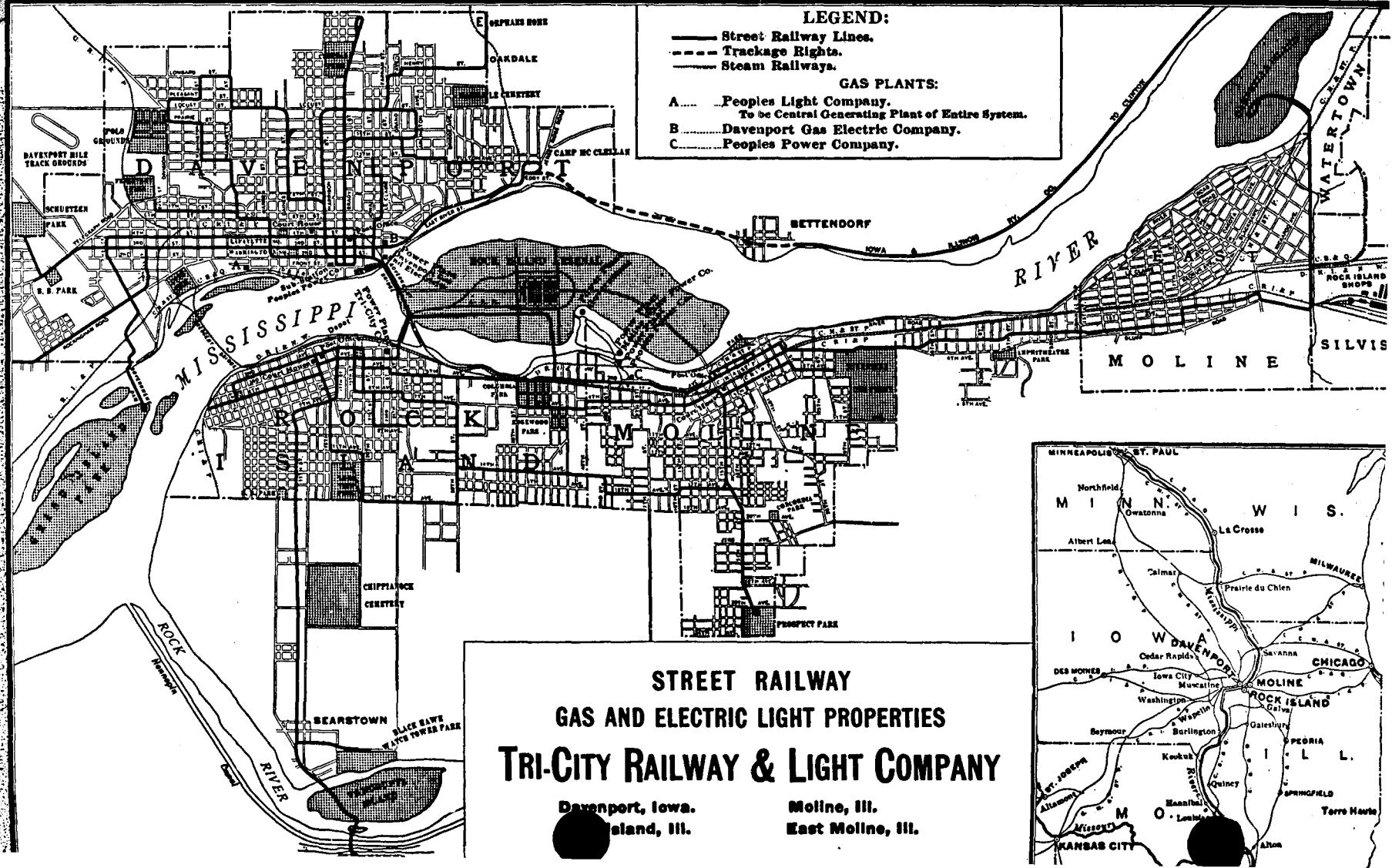
ROCK ISLAND

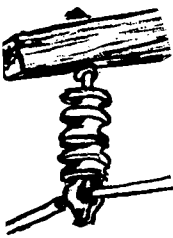
MOLINE

ARSENAL TRANSFER

ARSENAL

AM. P.M.





DAVENPORT:

A franchise, restricting motive power to "animal power", was granted to the Davenport City Railway in April 1867, marking the beginning of the street railway history of the tri-cities of Davenport, Rock Island and Moline. Operation began March 1, 1869 over 3½ miles of line. Several other companies built horse car lines in the period up to 1887.

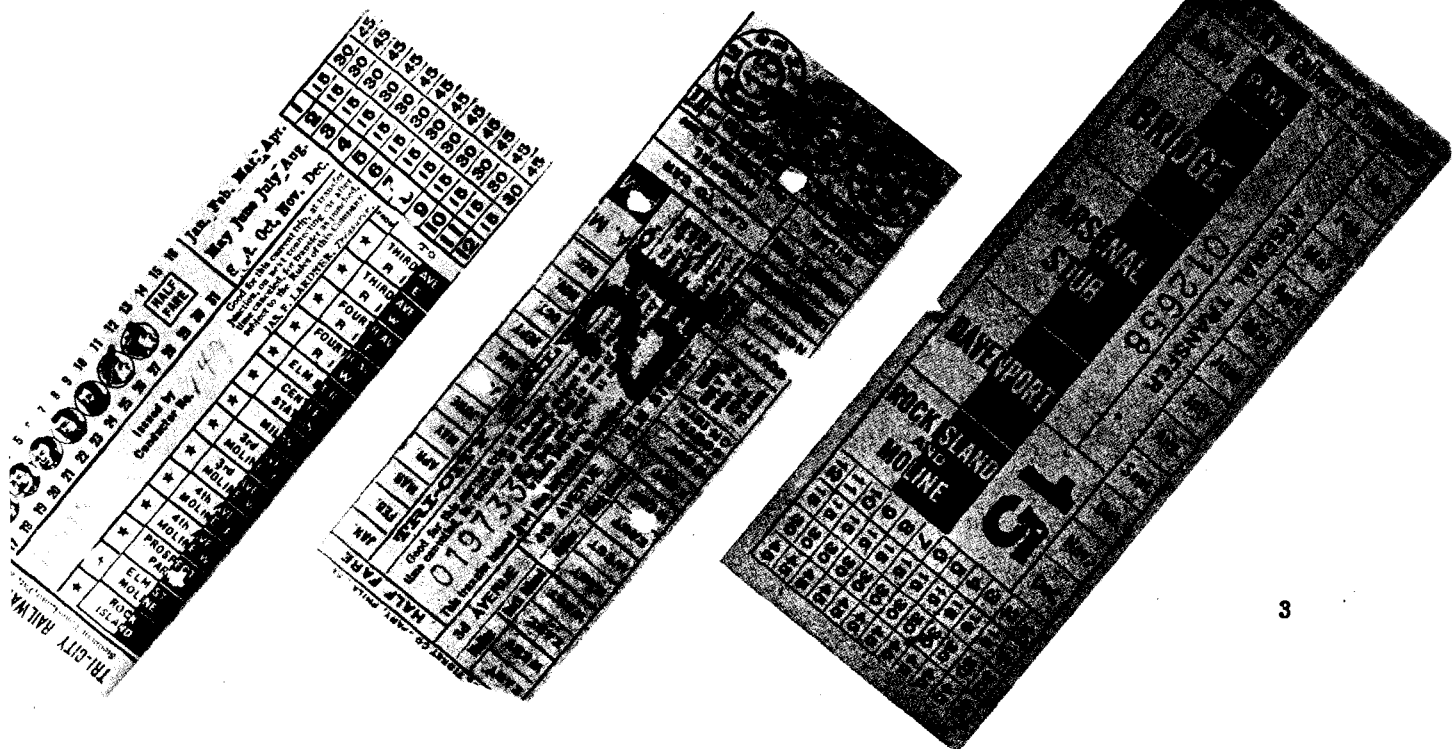
In August 1888 the first electric railway line was operated in Davenport with five cars. During the next five years various companies competed bitterly, building duplicating lines with resulting financial embarrassment and abandonment of the more obviously superfluous lines.

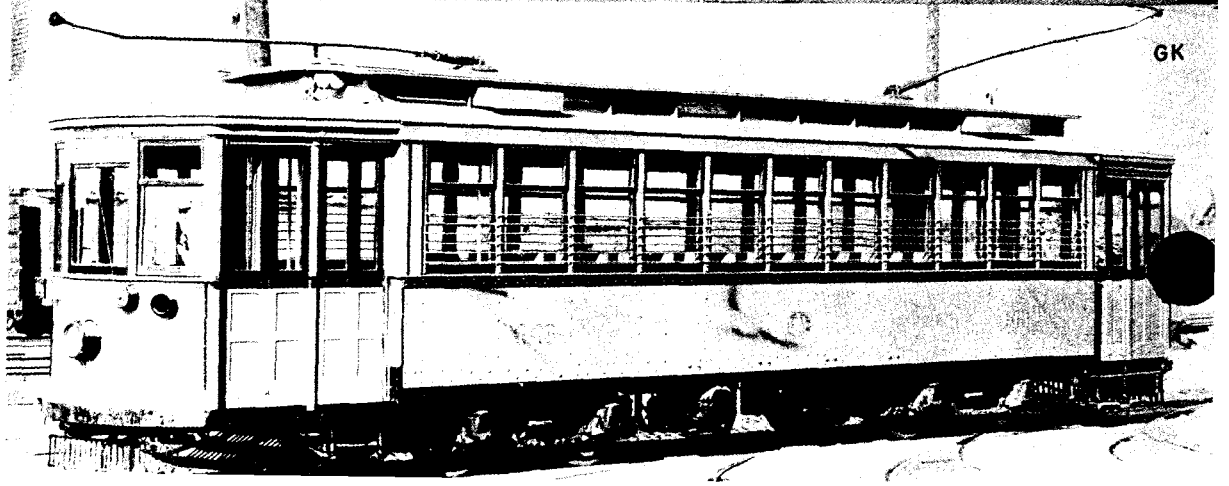
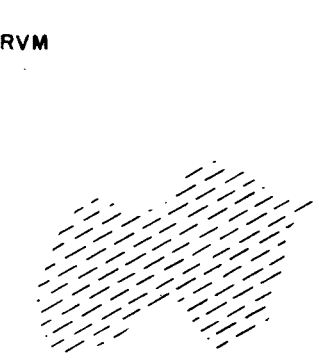
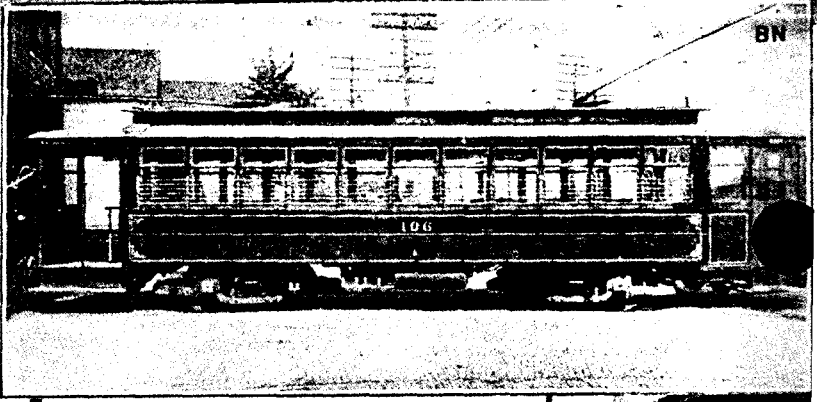
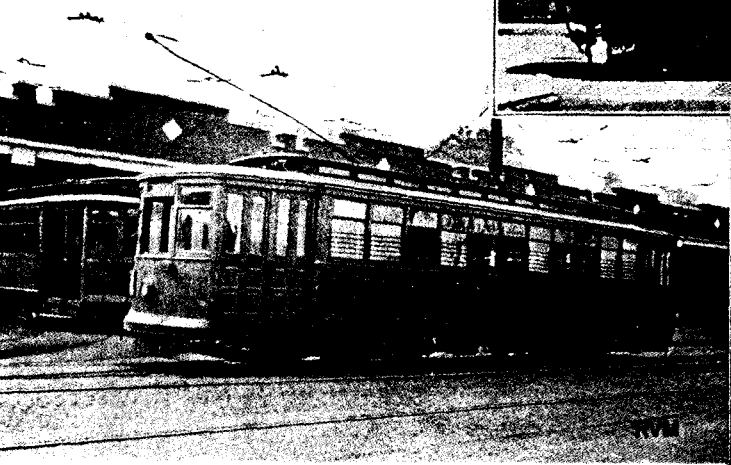
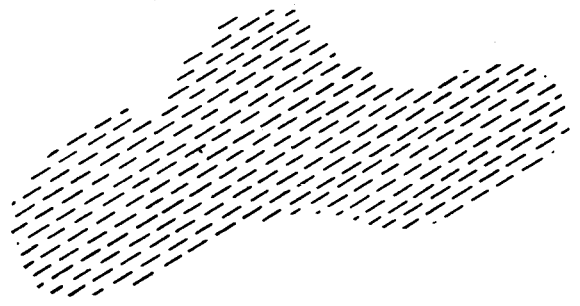
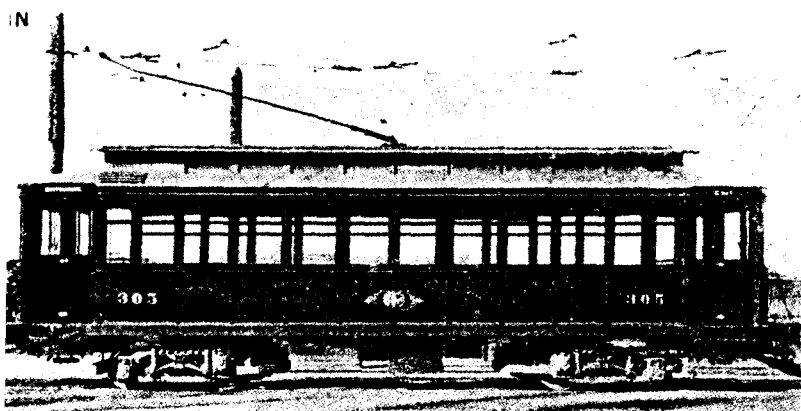
By 1895 the Davenport & Rock Island Railway Company acquired all lines including the line across the government bridge spanning the Mississippi. The company was not a financial success and was sold at foreclosure to the Tri-City Railway Company. Another competing company, the Davenport & Suburban Railway built some track in 1902 and was acquired in 1907.

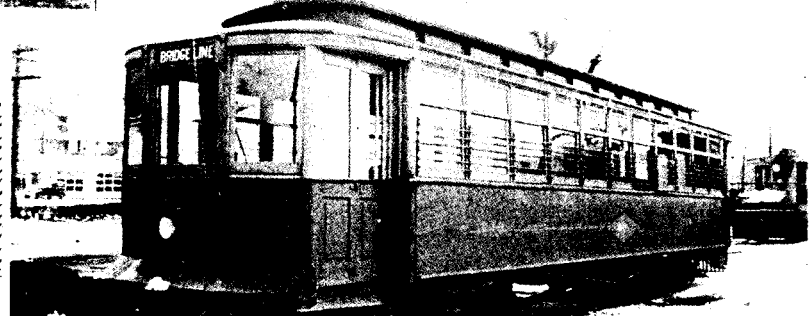
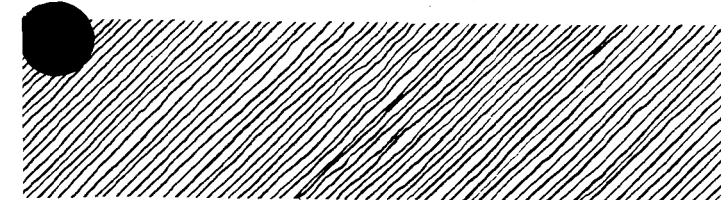
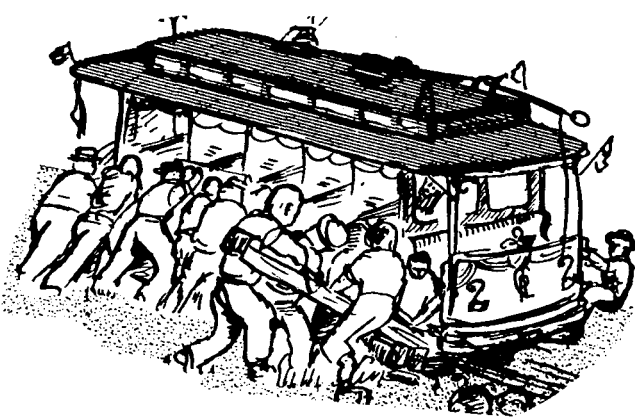
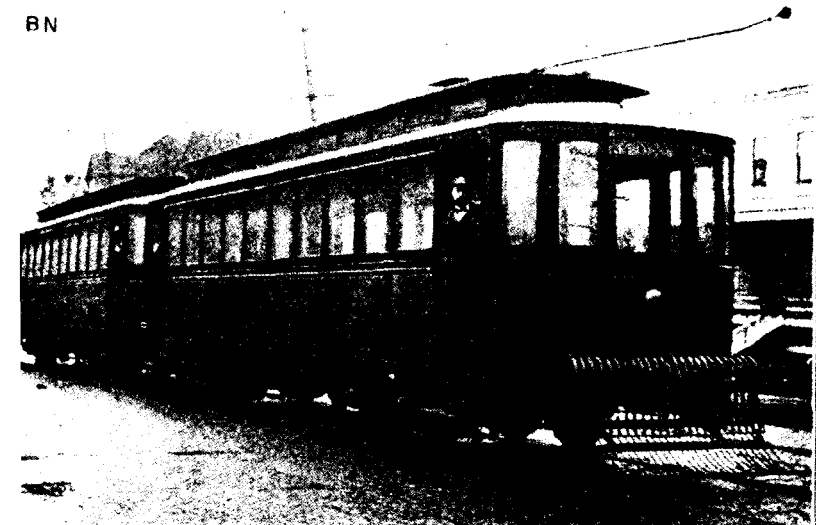
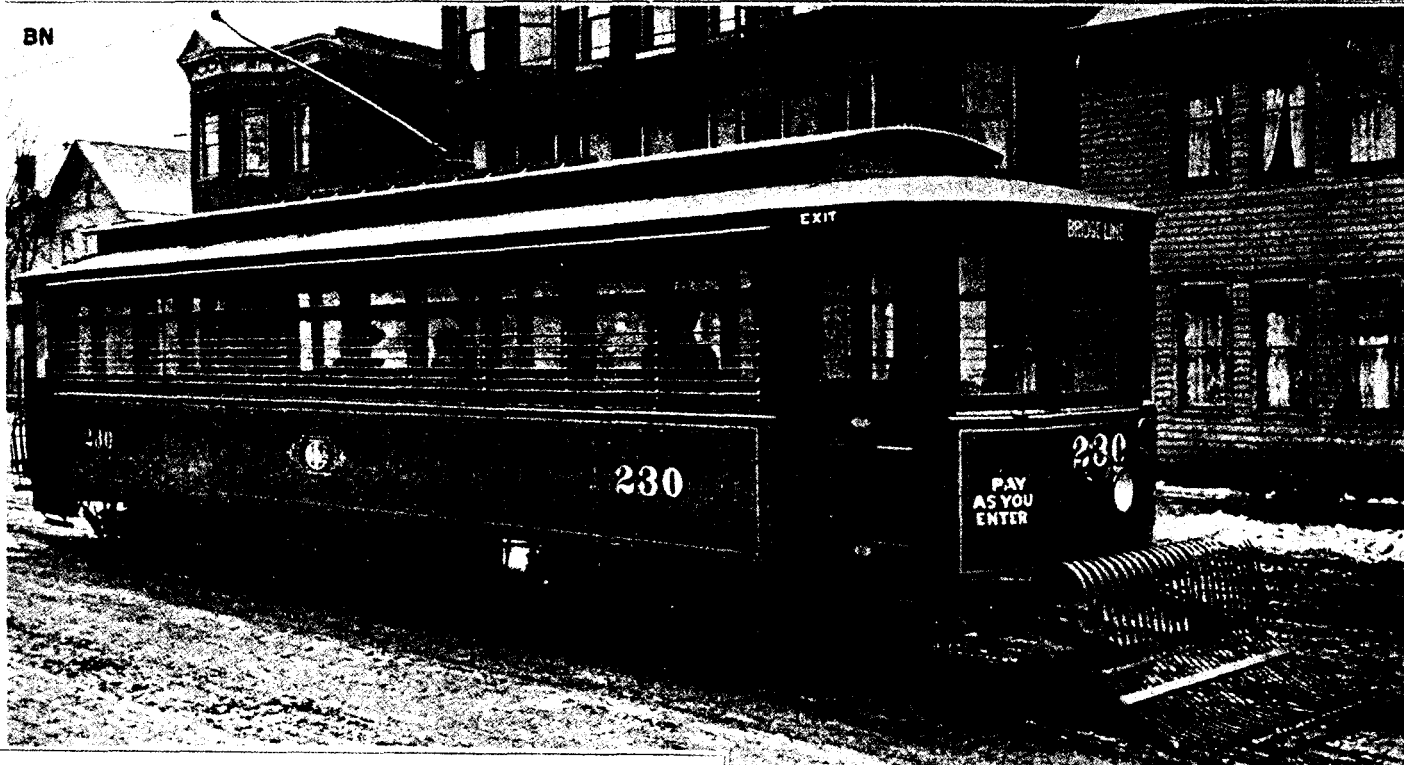
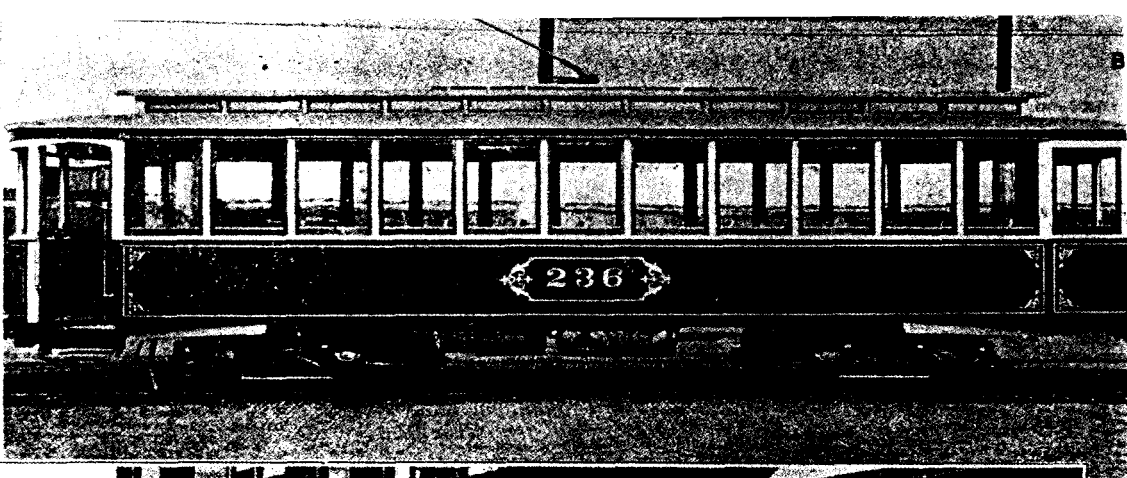
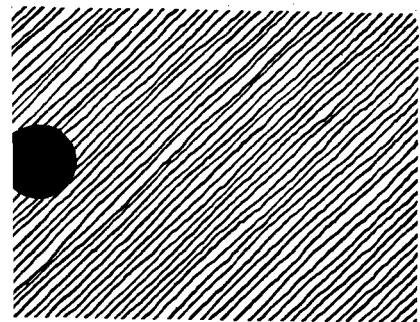
In 1912 the operation passed under the control of the United Light & Railways syndicate and the capital and management know-how of the large parent organization greatly improved the property and techniques of operation.

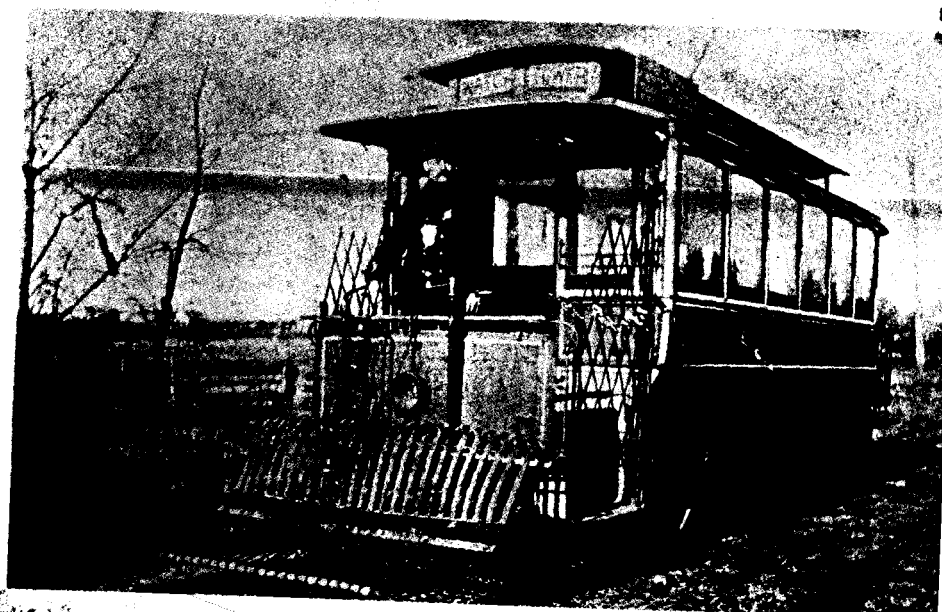
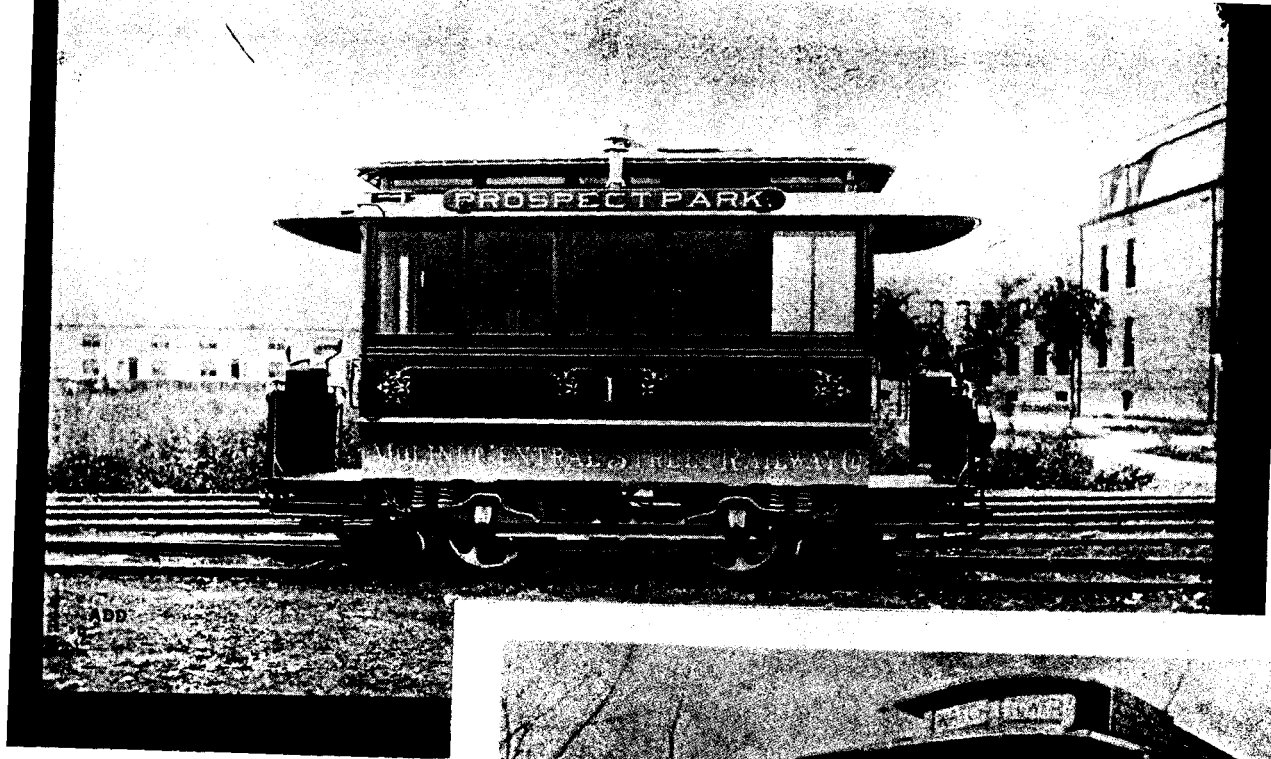
With World War I, the force at the government Arsenal on the island in the Mississippi was expanded from 1,200 to 18,000. The company ran short of rolling stock and purchased a number of cars from Chicago some of which were operated as permanent-coupled two-car trains. After the war most of this equipment was surplus and was not suited to normal service in the area.

One-man operation was introduced with modern double-truck safety cars in the 1920s. Weekly permit cards were introduced. With the introduction of buses, the street car declined in importance.







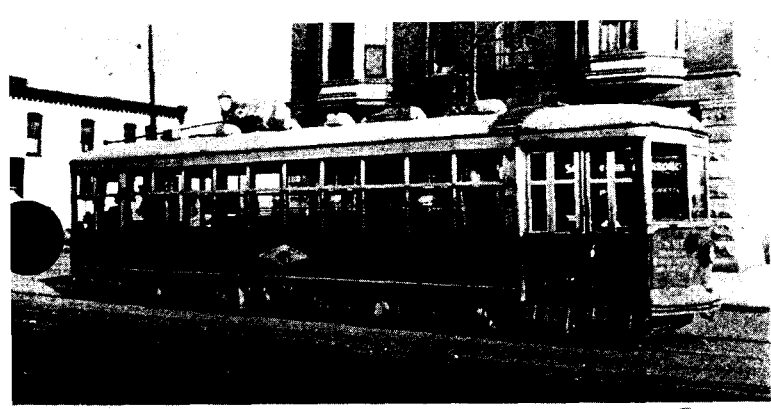


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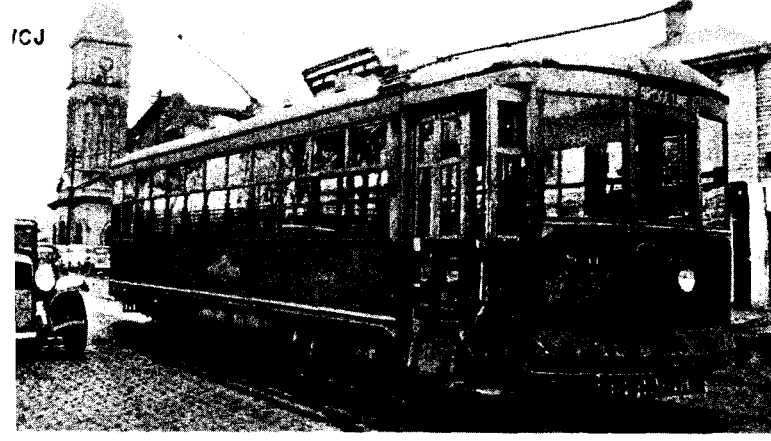


11E

RVM



ICJ

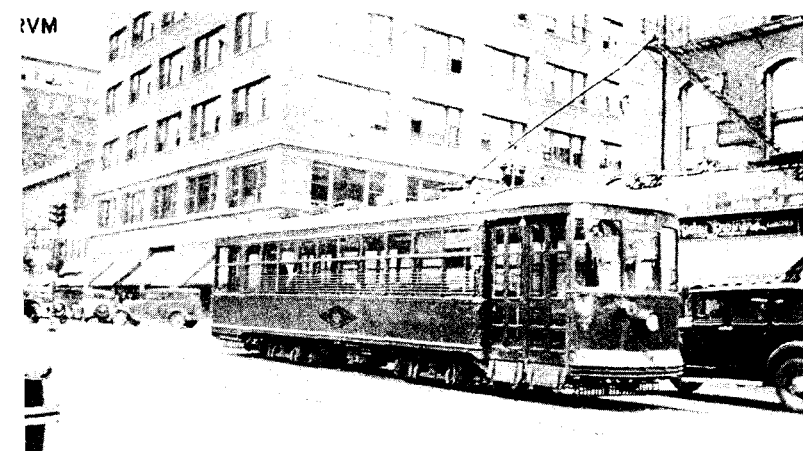


RV

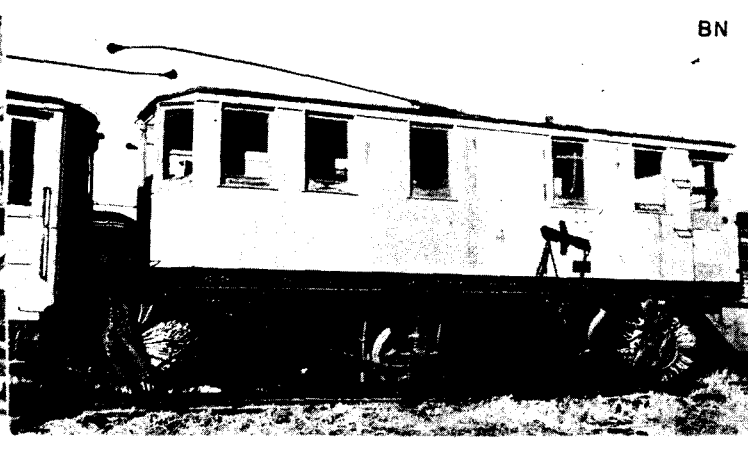


Tri-Cities' old timers were all of the monitor-roof variety, with the 600-series arch-roofers their only equipment designed and built for one-man operation. . . . Clam-shell work car #58 shown below carries the lettering "THE UNITED LIGHT AND POWER ENG. CONST. CO. " . . . . Locomotive #66 of the Riverside Power Mfg. Co., another UL&P subsidiary, was equipped with third-rail as well as trolley pole collecting devices.

RVM

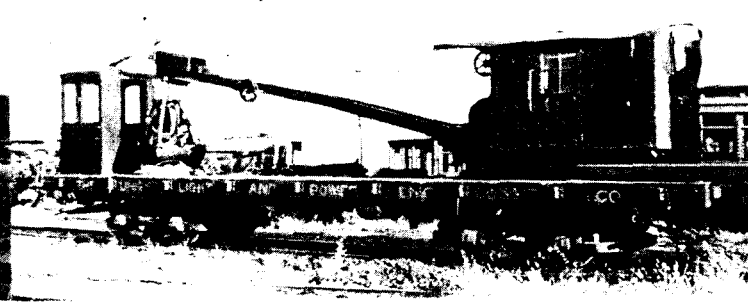
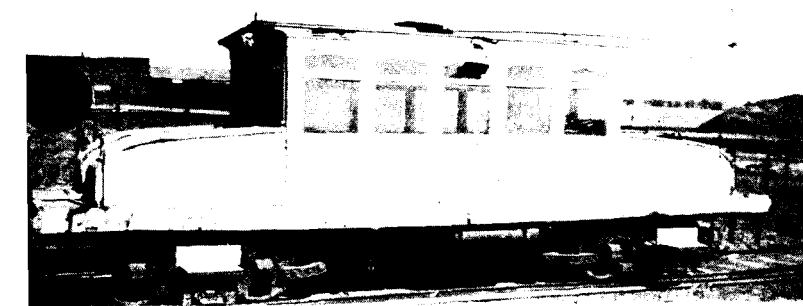


BN

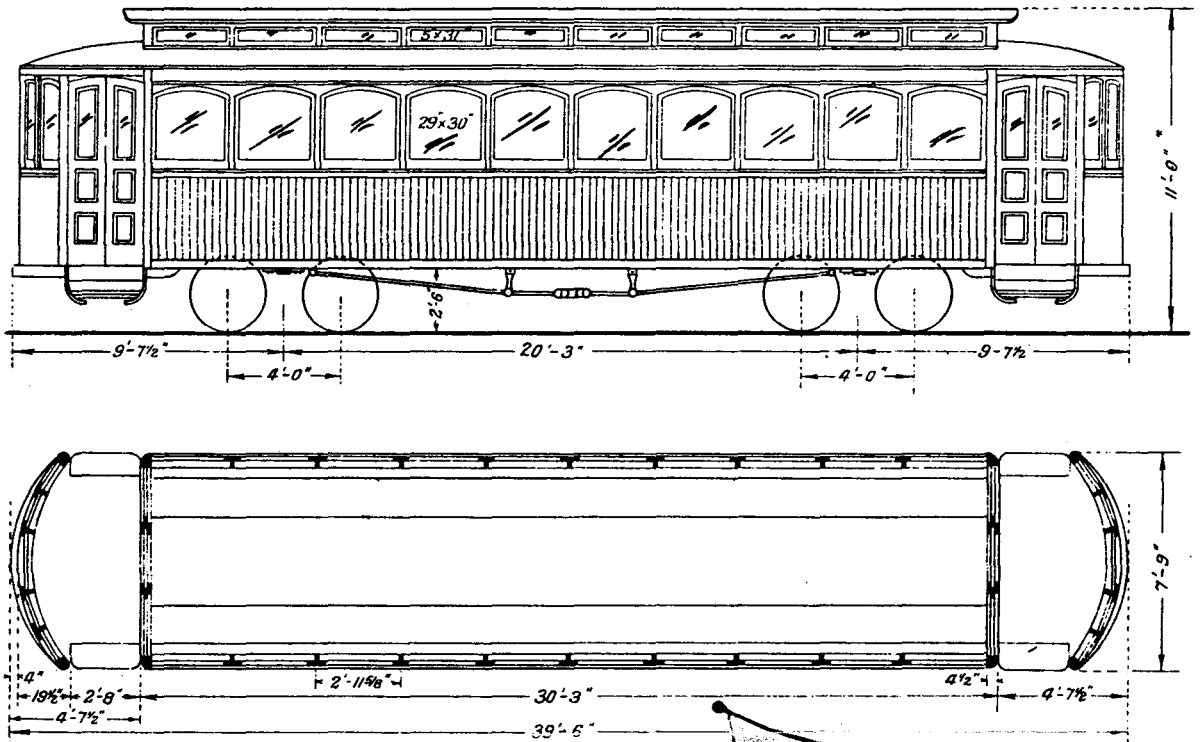


RJA

RJA



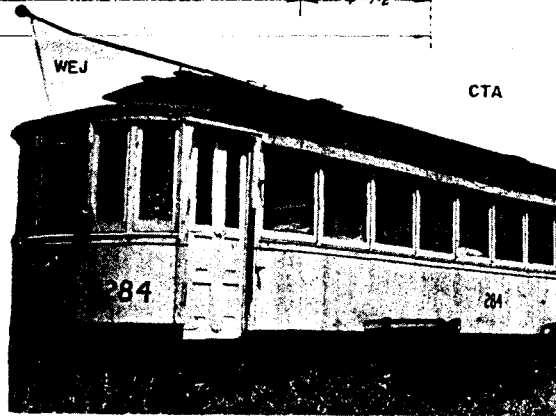




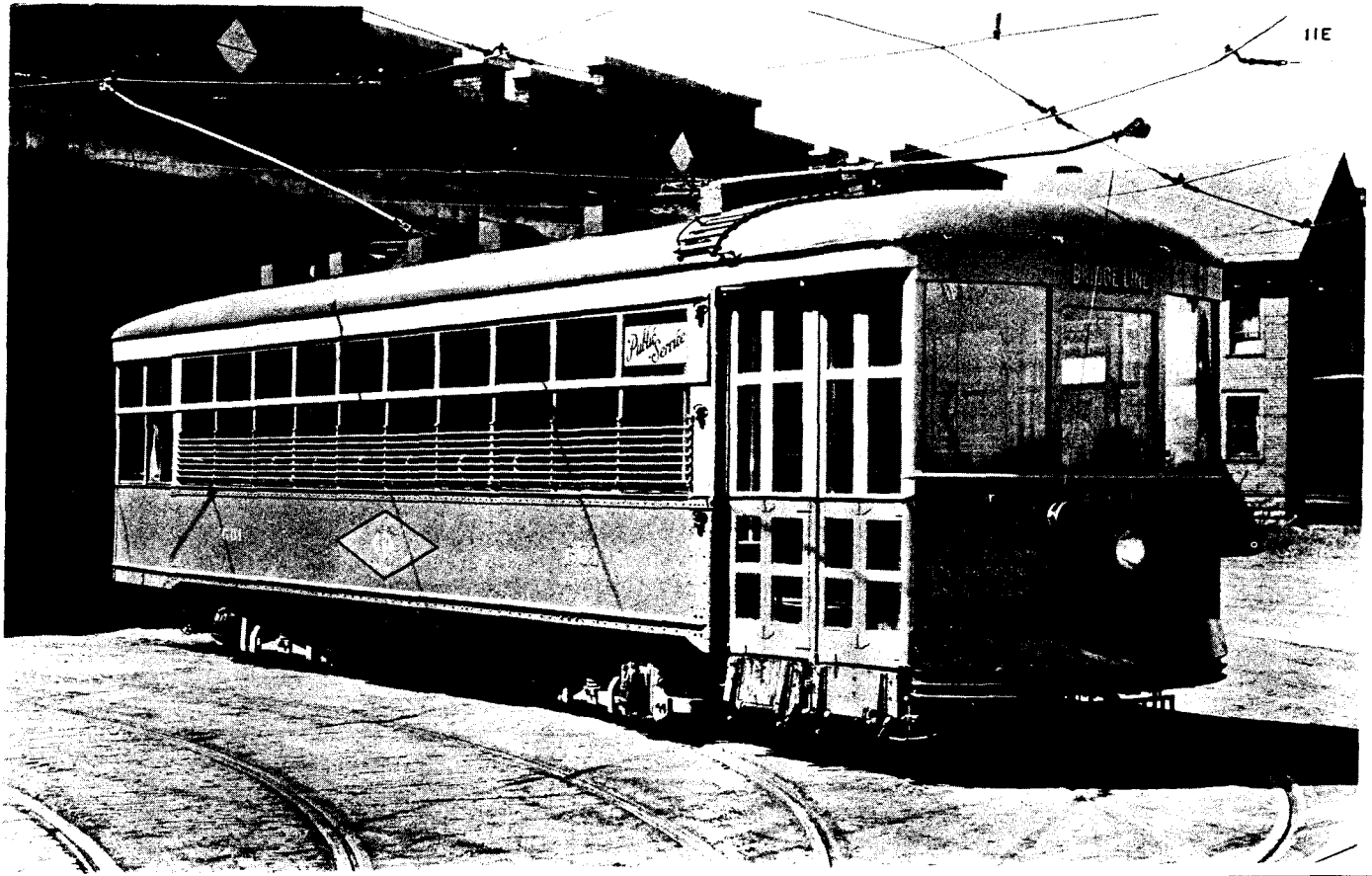
**EQUIPMENT:**

- SEATING CAPACITY 40
- WEIGHT . . . . . 38000 LBS
- 4-G.E-52 . . . . . MOTORS
- K-12 . . . . . CONTROLLERS
- NAT. BRAKE A-4 16FT COMPRESSOR
- RATTAN LONGITUDINAL SEATS
- CONSOLIDATED ELECTRIC HEATERS &
- P SMITH HOT WATER HEATER
- C.U.T.CO FOLDING STEPS
- C.U.T.CO FENDERS
- WILSON TROLLEY CATCHERS
- 28 CAPS CURTIS TRUCKS
- 49 CARS Mc GUIRE TRUCKS
- BUILT BY C.U.T.CO 1899-1900

*Ex Chicago Union Station  
acquired  
1917-18*

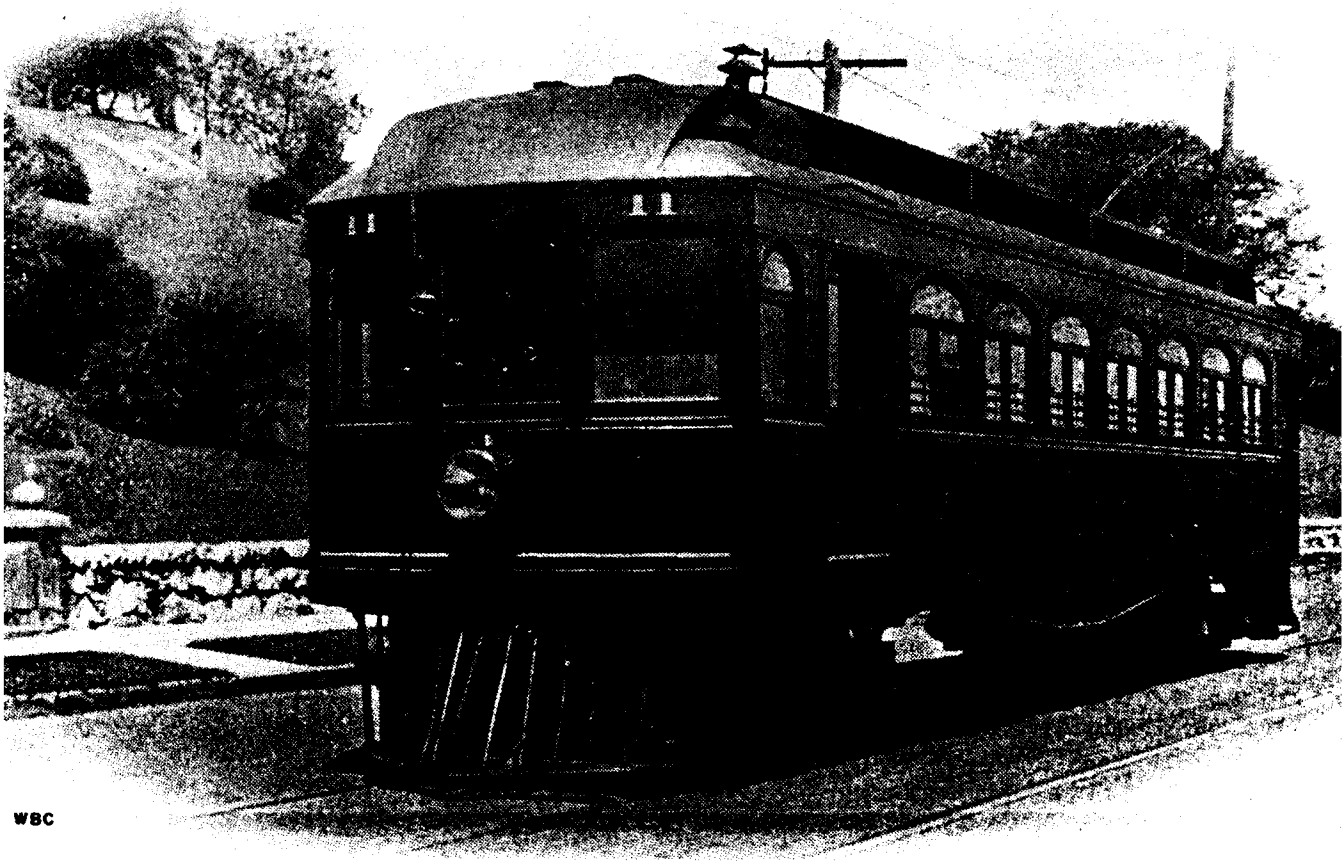


CTA



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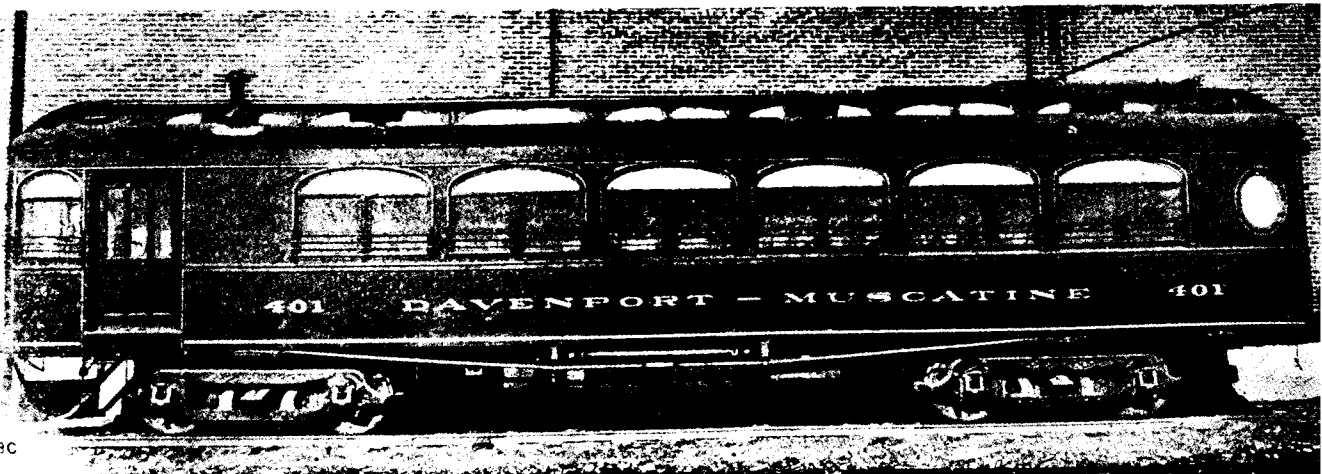


WBC



Graceful arch windows characterized the original heavy interurban equipment of C D & M ' s predecessor companies. Early Iowa & Illinois Railway cars were built by John Stephenson at Elizabeth, New Jersey, while Davenport & Muscatine obtained its initial lot of cars from the Niles plant in Ohio.

10



WBC

**ACCIDENTS AND PERSONAL INJURY**

**EMPLOYEES TO RENDER ASSISTANCE**

370. In case of accident, however slight, to persons or property in connection with or caused by any train, the trainmen in charge of same will render all assistance necessary and practicable. In no case will they go away, leaving injured persons without first having seen that they are cared for.

**IMMEDIATE REPORT**

371. Conductors and motormen will make immediate telephone report to the dispatcher, the main office, or to the Superintendent, of any accident, blockade, or serious mishap of any kind, using the public telephone if necessary.

**MEDICAL ASSISTANCE**

372. Trainmen will not authorize medical assistance except for the first visit in severe cases of personal injury, nor will they visit injured persons at any time afterward, unless specially instructed to do so by the Superintendent.

**COMPLETE REPORT**

373. A full and complete report of every accident, no matter how trivial, apparently, and whether on or near the train, will be made by the conductor upon the prescribed forms. In all cases, full data must be obtained and stated in the report. Accidents sometimes considered as not worth reporting are the most serious, troublesome, and expensive.

**EXTENT OF INJURIES**

374. Ascertain carefully the extent of injuries or damages, if any, before leaving the place of accident.

Be guided also by Rules 375 to 379, both inclusive.

**DAVENPORT**

First—Dr. Geo. M. McMillton  
Office, 812 First National Bank  
Bell Phone, Ken 2422  
Residence, 1024 E. Locust St.  
Bell Phone, Ken 666

Second—Dr. P. A. Beuhlen  
Office, Davenport Bank Bldg.  
Bell Phone, Ken 2532  
Residence, 208 Prospect Tr.  
Bell Phone, Ken 2532

**MUSCATINE**

First—Dr. A. J. Oliver  
Office, 203 East Second St.  
Bell Phone, 151  
Residence, 316 Walnut Street.  
Bell Phone, 153

**GENERAL RULES**

Train order signals are located at Davenport and Muscatine passenger stations.

Trains meet either by time card or by train order at double ended side tracks, commonly called "turnouts", will use the switches of the east end of such turnouts.

All trains must approach meeting or passing points under full control and must not attempt to pass until switches and signals are seen to be right and the train or trains to be met or passed are clear of the main track.

During or after heavy storms or continued wet spells, cars will be operated with caution and slowed down at all points where there is any possible chance for trouble to develop, the most likely of which are: between Heitzel and Cawettell, the cut west of Schroeder, slide west of Sherley, and the point at which Mad Creek has started to cut into the fill just east of Richman, crossing at which water drains across the track, in all cuts and on fills, and at all water ways. Under those conditions delays are expected and it should be understood by all that safety is the first consideration.

Trains running into Blue Grass from the west will be slowed down to five (5) miles per hour before crossing the road west of the station.

When the breaker at any substation has been pulled, motorman should shut off controllers long enough to allow substation attendants sufficient time to get their machines and breakers properly adjusted. It is almost impossible to throw in breakers at substations while a load is on the line.

The following persons may be allowed to ride in the front vestibule without a permit: B. J. Denman, President; H. E. Weeks, Treasurer; J. G. Huntoon, Vice-President; R. J. Smith, Gen. Mgr.; C. S. Cleveland, Gen. Supt.; Wm. Prater, Roadmaster; Geo. Farrier; C. E. Ewen, Section foreman or man sent by him for a purpose; one fireman inspecting line or other purpose by order of C. E. Ewen or Geo. Farrier.

**LAW LIMITING THE HOURS THAT EMPLOYEES IN TRAIN SERVICE ARE PERMITTED TO REMAIN ON DUTY**

1. Trainmen are permitted to remain on duty a total of sixteen (16) hours in any twenty-four hour period.
2. After sixteen (16) consecutive hours on duty, they are required to have ten (10) consecutive hours off duty, and after sixteen (16) hours is the aggregate on duty in any twenty-four hour period, they are required to have at least eight (8) consecutive hours off duty.

**CLINTON DAVENPORT & MUSCATINE RAILWAY COMPANY**

**MUSCATINE DIVISION**

**Time Table No. 10**

**Effective Wednesday, May 10, 1933 at 5:00 a. m.**

For the information and guidance of employees, and not for the public

**R. J. SMITH, General Manager**

**LIST OF STATIONS AND FLAG STOPS ON RIGHT OF WAY**

|            |               |                  |           |
|------------|---------------|------------------|-----------|
| Black Hawk | Flag Stop     | Allice           | Flag Stop |
| Fairmount  | "             | Baker            | "         |
| Petersons  | "             | Pleasant Prairie | "         |
| Cawettell  | "             | Stecker          | "         |
| Schupp     | "             | Paul             | "         |
| Steenholt  | "             | Kelly            | "         |
| Heitzel    | "             | Melpine          | "         |
| Coates     | "             | Pine Creek       | "         |
| Gabbert    | "             | Rainbow          | "         |
| Barnes     | "             | Van Camp         | "         |
| Bruce      | "             | Sweetland        | "         |
| Blue Grass | Local Station | Highgate         | "         |
| Schroeder  | Flag Stop     | Sherley          | "         |
| Richman    | "             | Richman          | "         |
| Nicholson  | "             | City Limits      | "         |
| Drum       | "             |                  |           |

**TIME TABLE NO. 12—EFFECTIVE MAY 10, 1933**

**Between Clinton and Davenport—Going West—Read Down**

| CLINTON | 2 1/2 | 3  | 3 1/2 | 4  | 4 1/2 | 5  | 5 1/2 | 6  | 6 1/2 | 7  | 7 1/2 | 8  | 8 1/2 | 9  | 9 1/2 | 10 | 10 1/2 | 11 | 11 1/2 | 12  |
|---------|-------|----|-------|----|-------|----|-------|----|-------|----|-------|----|-------|----|-------|----|--------|----|--------|-----|
| 00      | 05    | 10 | 15    | 20 | 25    | 30 | 35    | 40 | 45    | 50 | 55    | 60 | 65    | 70 | 75    | 80 | 85     | 90 | 95     | 100 |
| 00      | 05    | 10 | 15    | 20 | 25    | 30 | 35    | 40 | 45    | 50 | 55    | 60 | 65    | 70 | 75    | 80 | 85     | 90 | 95     | 100 |

**Between Davenport and Clinton—Going East—Read Up**

| CLINTON | 2 1/2 | 3  | 3 1/2 | 4  | 4 1/2 | 5  | 5 1/2 | 6  | 6 1/2 | 7  | 7 1/2 | 8  | 8 1/2 | 9  | 9 1/2 | 10 | 10 1/2 | 11 | 11 1/2 | 12  |
|---------|-------|----|-------|----|-------|----|-------|----|-------|----|-------|----|-------|----|-------|----|--------|----|--------|-----|
| 00      | 05    | 10 | 15    | 20 | 25    | 30 | 35    | 40 | 45    | 50 | 55    | 60 | 65    | 70 | 75    | 80 | 85     | 90 | 95     | 100 |
| 00      | 05    | 10 | 15    | 20 | 25    | 30 | 35    | 40 | 45    | 50 | 55    | 60 | 65    | 70 | 75    | 80 | 85     | 90 | 95     | 100 |

**NOTICE**—Extra trains, when on single track operated jointly with the D. & M. Railway Co., or the Clinton Railway Co., will be under absolute control when there is the slightest doubt of location of cars of these companies. It must never be assumed that such track is clear, because regular cars of these companies may be late or they may be operating extra cars without knowing the D. & M. Co.

**INSTRUCTIONS**

**TIME**  
At stations and time points as shown on employees' timetables the figures indicate time of departure.

**SYMBOLS**  
Light-face type indicates: A. M. beginning 12:01 midnight.  
Dark-face type indicates: P. M. beginning at 12:01 noon.

**STOPS**  
Trains will make regular stops, outside of Davenport and Clinton, at Pleasant Valley, LeClaire, and Princeton, at all other stops only on flag or request.

**SPECIAL RULES FOR OPERATING OVER JOINT TRACKS**

1. When trains of the Clinton, Davenport & Muscatine R. Co. are on the tracks of the Tri-City R. Co., such trains must be operated according to the rules and under orders of the proper representatives of that company, except as may be indicated in special instructions given by the Clinton, Davenport & Muscatine R. Co. In case where dispatches are likely to arise with motorman and conductors of that road, instantly give way, but report occurrence to the Superintendent at once giving all necessary information.
2. When the cars of one road cross cars of the other road to be late at any point on joint tracks, good judgment must be used by both car crews to avoid still further and perhaps more serious delays.

**CONTROL**

1. When crossing blind curves on joint track at any time, and when approaching or running over same during heavy storms of snow or rain, or during fog, cars of both roads must be under full control until it is positively known that opposing cars have been met or passed. No excuse will be accepted for collisions due to failure to observe this rule.
2. When any train reaches a meeting point and finds the train or trains to be met have not arrived, trainmen shall immediately call the dispatcher for orders.
3. Trains unable to make schedule running time must report to train dispatcher at meeting point under what time they are running in (10) minutes late, if having thereby lost its timetable rights.
4. All train orders will be transmitted in regular form and must be handled exactly as required in Rule 217.
5. Motormen will take trains beyond immediately in front of them on hook provided for that purpose in westbound and south orders have been cancelled.

If the wire fails before "Complete" can be obtained, the order is in effect and must not be acted upon. Orders once in effect continue to until fulfilled, superseded or annulled.

1. In case conductors or motormen change off before orders received by them are executed, they must hand same over to their relief and know that same are perfectly understood.
2. When a train turns out to meet another and has stopped clear of main track, or is standing to meet train at end of double track or at junctions, motorman must cut out the headlight. Headlights must be stopped at all times when trains are not clear of the main track.
3. Trains must approach the end of double track, junctions, and railroad crossings at grade prepared to stop, unless switches and signals are right and the track is clear. See Rule 170.
4. Except at meeting points provided with spring switches, all regular schedule trains, irrespective of class or direction, will head in and back out of all sidings, unless dispatcher gives orders to contrary, or the immediate receivers departers from this rule. Extra trains in either direction will take siding for all schedule trains. In the latter instance, conductors of extra trains are cautioned to be absolutely certain that switches are properly set for main line after they have taken siding and after leaving siding ready to proceed on main line.
5. Conductors and motormen will be held equally responsible for the observance of all rules and orders affecting the movement of their trains.
6. Trains running in the same direction on the right of way must keep not less than three thousand (3000) feet apart on city streets a city block apart, except when closing up at stations, meeting points and railroad crossings, or over stops.
7. At night and during storms and foggy weather conditions will use the following train order system. When stopped by accident, conductors and motormen must protect their train against following or preceding trains in circumstances may require, in accordance with Rule 174.
8. A flare on or near the track burning red must not be passed until burned out, and train must then proceed with caution and assure that track is clear.
9. In case of accident on a steam road crossing the conductor and motorman must both attend to protecting their train, by one going in each direction at least three-quarters of a mile on the steam road tracks, and placing two torpedoes on each rail immediately depositing each torch, by responsible employee or other person may take such action as may be necessary to protect their train. When train is clear of crossing the flares may be cancelled, when a white signal as provided in Rule 175 is set, but the flares must remain at their points and signal are approaching train to stop until recalled by a white signal, being red flag by day and red fuse by night, in addition to their lanterns. If the duty of the conductor to treat notify his passengers to leave the car.

**PROTECT TRAIN WHEN STOPPED**

1. In case a train is stopped on the main line between stations, or at a delayed under circumstances under which it will be overtaken by another train, the CONDUCTOR OR ENGINEER MUST IMMEDIATELY GO BACK with and less than two torpedoes, and a red flag by day, and red and white lanterns, and two red fuses by night. Motormen will take trains beyond immediately in front of them on hook provided for that purpose in westbound and south orders have been cancelled.

When a train has been started by a preceding train in the manner above mentioned, the conductor of the last train must use the same precautions with regard to any following train, as those herebefore described.

Immediately on the sound of the whistle recalling the flagman, if there is not a clear view to the rear for one-quarter of a mile (11 poles) the train should be moved ahead at a speed not more than six (6) miles per hour, until a point is reached where the track is straight for one-quarter of a mile or the rear of train always bearing in mind that the time of the flagman's return in the presence of great risk.

When the character of the road or weather makes it necessary, the flagman should go to a greater distance with lights, so as to insure absolute safety.

When any train has been started by a preceding train in the manner above mentioned, the conductor of the last train must use the same precautions with regard to any following train, as those herebefore described.

When it is necessary to protect the train of a train the same precautions shall be observed by the motorman or a flagman. In the case of a car breakdown, however, the motorman after having protective signals may return to his train to make necessary repairs and may call in his conductor to assist him.

The dispatcher shall immediately be notified of any stoppage between stations, and when orders have been received to proceed, train shall be run to front signal, and same removed from track before proceeding.

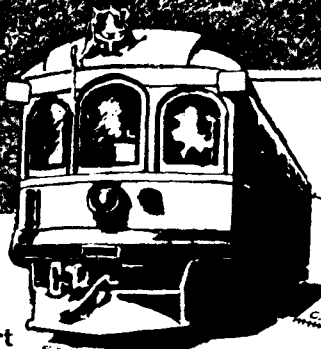
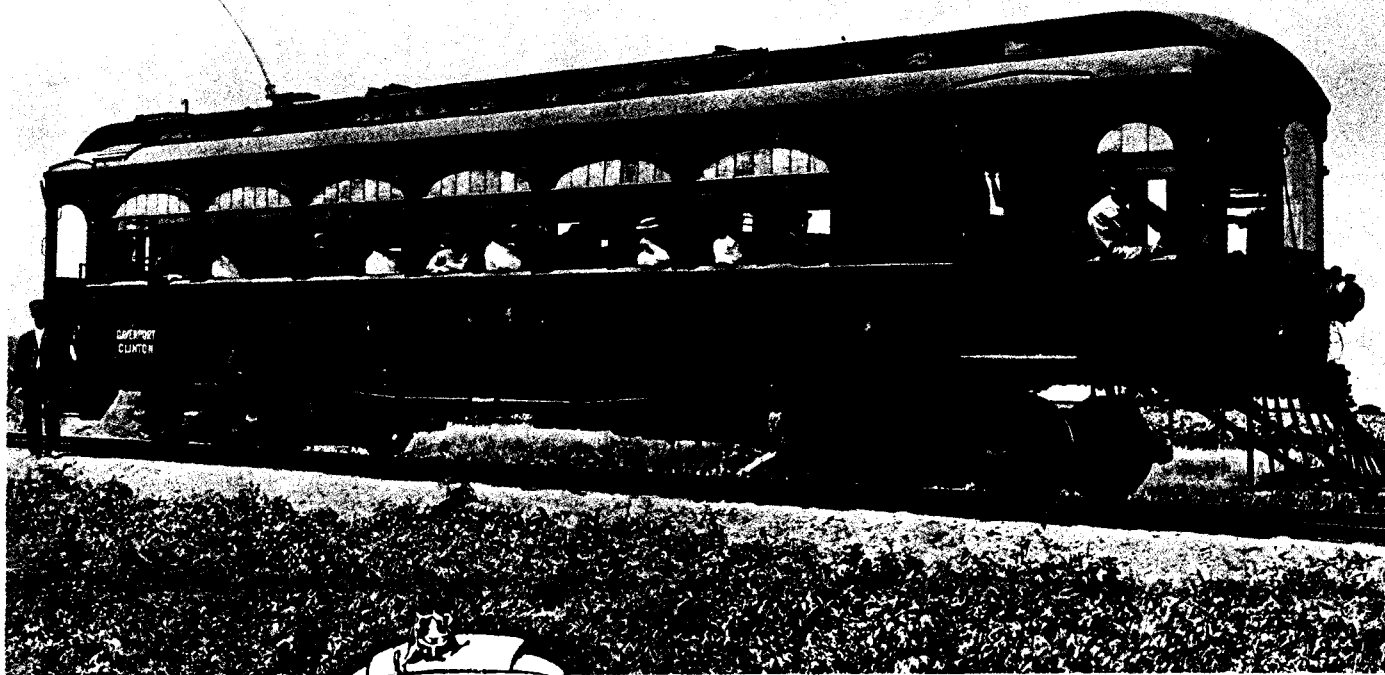
Conductors and motormen are held jointly responsible for the proper protection of their train under all circumstances.

15. Bulletin boards are located in the trainmen's room at Clinton.

**MAIL**  
Will be handled by passenger trains only as follows except when changed by special orders.  
Passenger trains preference over anything except United States Mail.

**WESTBOUND TRAINS**  
No. 1—L. S. Mail, Clinton to Princeton, LeClaire, Pleasant Valley, Bettendorf, and Davenport.  
No. 7—L. S. Mail, Clinton to Princeton, LeClaire, Pleasant Valley, Bettendorf, and Davenport.  
No. 2—U. S. Mail, Bettendorf to Davenport.

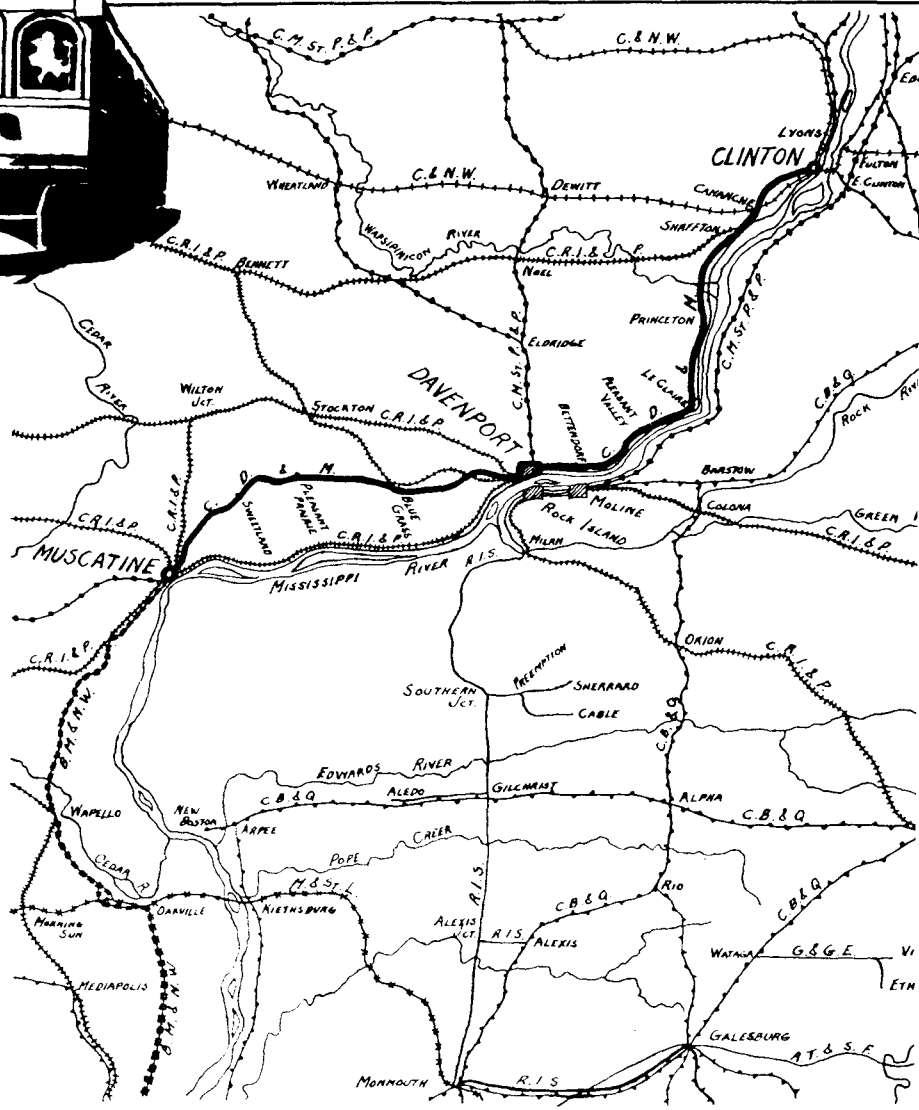
**EASTBOUND TRAINS**  
No. 1—U. S. Mail, Bettendorf to Princeton, Pleasant Valley, LeClaire, Princeton, and Clinton.  
No. 6—U. S. Mail, Davenport to Bettendorf, Pleasant Valley, LeClaire, Princeton, and Clinton.



**Clinton, Davenport  
and Muscatine Ry.**

**Geographical List of Stations  
C. D. & M. RAILWAY**

- |                  |               |
|------------------|---------------|
| BETTENDORF       | DAVENPORT     |
| Zimmerman        | Blackhawk     |
| Davis Gardens    | Farmost       |
| Hottage          | Peterson      |
| Iowana           | Cawiesell     |
| Fennos           | Schupp        |
| Schaetter        | Steenholt     |
| PLEAS VALLEY     | Hetzal        |
| Mason            | Coates        |
| McArders         | Gabbert       |
| Alta Ripa        | Barne         |
| Soell            | Bruce         |
| Tile Works       | BLUE GRASS    |
| Riverview        | Schroeder     |
| Smiths           | Nicholson     |
| Suiter           | Drum          |
| Sharon           | Albee         |
| LE CLAIRE        | Baker         |
| Walnut Street    | PLEAS PRAIRIE |
| Hogsonne         | Stecker       |
| Pitcher          | Paul          |
| PRINCETON        | Kelley        |
| Toy - House Road | Melpine       |
| School           | Pine Creek    |
| W. Public        | RAINBOW       |
| Wapre            | Van Camp      |
| SHAFFTON         | SWEETLAND     |
| Oak Park         | Halfback      |
| Rock Creek       | Snitely       |
| CAM ANCHE        | Richman       |
| Drew             | City Limits   |
| Fentona          | MUSCATINE     |
| Car Barn         |               |
| CLINTON          |               |





# CLINTON DAVENPORT & MUSCATINE RAILWAY COMPANY

CLINTON DIVISION

## Time Table No. 12

Effective Wednesday, May 10, 1933, at 5:00 a. m.

For the information and guidance of employees, and not for the public

R. J. SMITH, General Manager

### ACCIDENTS AND PERSONAL INJURY

### EMPLOYEES TO RENDER ASSISTANCE

370. In case of accident, however slight, to persons or property in connection with or caused by any train, the trainmen in charge of same will render all assistance necessary and practicable. In no case will they go away, leaving injured persons without first having seen that they are cared for.

### IMMEDIATE REPORT

371. Conductors and motormen will make immediate telephone report to the dispatcher, the main office, or to the Superintendent, of any accident, breakdown, or serious delay of any kind, using the public telephone if necessary.

### MEDICAL ASSISTANCE

372. Trainmen will not administer medical assistance except for the first visit in severe cases of personal injury, nor will they visit injured persons at any time afterwards, unless specially instructed to do so by the Superintendent.

### COMPLETE REPORT

373. A full and complete report of every accident, no matter how trivial, opportunity, and whether on or near the train, will be made by the conductor upon the prescribed forms. In all cases full data must be obtained and stated in the report. Accidents sometimes considered as not worth reporting are the most serious, troublesome and expensive.

### EXTENT OF INJURIES

374. Ascertain carefully the extent of injuries or damage, if any, before leaving the place of accident. Be guided also by Rules 373 to 375, both inclusive.

### COMPANY SURGEONS

CLINTON  
First—Dr. F. M. Keefe, Office, 201 Wilson Bldg. Bell Phone, 400. Residence, 500 Melrose Court. Bell Phone, 1062.  
Second—Dr. F. A. Hebebrandt, Office, 312 Wilson Bldg. Bell Phone, 400. Residence, 1000 5th Ave. South. Bell Phone, 1017.  
In case of emergency call 141.

### DAVENPORT

First—Dr. Geo. M. Middleton, Office, 812 First National Bank. Bell Phone, Dav. 242. Residence, 1024 E. Locust St. Bell Phone, Dav. 666.  
Second—P. A. Bendtsen, Office, Davenport Bank Bldg. Bell Phone, Ken. 2332. Residence, 204 Prospect Tr. Bell Phone, Ken. 2332.

### WESTBOUND TRAINS HAVING MEETING POINT AT EAST DAVENPORT

1. Trains are permitted to remain on duty a total of sixteen (16) hours in any twenty-four hour period.  
2. After sixteen (16) consecutive hours on duty, they are required to have ten (10) consecutive hours off duty, and after sixteen (16) hours in the aggregate on duty in any twenty-four (24) hour period, they are required to have at least eight (8) consecutive hours off duty.

Train Order Signals are located at Clinton Depot; Princeton; LeClaire; Pleasant Valley and Davenport Station.  
Trains making meets either by time card or by train order at double ended side tracks commonly called turnouts, will use switches at west end of such turnouts. Westbound trains meeting by train order at points at which train order signals are located, will not pass the train order signal until the opposing train has arrived and pulled in the clear.

East Davenport is the first switch on the main line east of Mount St. Westbound trains having meeting point at East Davenport, either by time card or by train order, arriving at East Davenport and not finding opposing train in sight will stop and then proceed under absolute control and meet on the double track. Eastbound trains having meeting point at East Davenport will run under absolute control between Mount St. and East Davenport.  
All trains must approach meeting or passing points under full control and must not attempt to pass until switches and signals are seen to be right and the train or trains to be met or passed are clear of the main track.

During or after heavy storms or continued wet spells trains will be operated with caution and slowed down at all points where there is any possible chance for trouble to develop, the most likely of which are: the slide country from Country Club to Smith Budd Creek Cut; Crossings at which water drains across the tracks; in all cuts and on fills, and at all water ways. Under these conditions delays are expected and it should be understood by all that safety is the first consideration.

Speed over the viaduct over the C. & N. W. tracks at Camanche must not exceed 25 miles per hour.  
Through Princeton, trains will be operated not faster than 12 miles per hour.

When the breaker at any substation has been pulled, motorman should shut off contact being removed on following substation attendants sufficient time to get their machines and breakers properly adjusted. It is almost impossible to train in breakers at substations while a load is on the line.

### CLINTON DIVISION COMPANY BETWEEN LOOP AND NINETEENTH STREET, CLINTON

The joint operation over the same track by trains of the Clinton, Davenport & Muscatine Ry. Co. and cars of the Clinton Street Ry. will be governed by the foregoing instructions and the following rules:

1. When regular trains of the Clinton, Davenport & Muscatine Ry. Co. and cars of the Clinton Street Ry. approach junction points at the same time, interurban trains will precede.  
2. When on time 6th Avenue cars of the Clinton Street Ry. will run on the following schedule:

| Southbranch Westbound                    |       | Eastbound                     |       |
|------------------------------------------|-------|-------------------------------|-------|
| 5th Ave and 2nd St.                      | 15—45 | 19th Street                   | 00—30 |
| 6th Ave and 3rd St.                      | 16—46 | 8th Ave and 12th St.          | 05—35 |
| 6th Ave and 9th St.                      | 22—52 | 6th Ave and 9th St.           | 07—37 |
| 8th Ave and 12th St.                     | 25—55 | 6th Ave and 9th St.           | 12—42 |
| 19th Street                              | 30—00 | 5th Ave and 2nd St.           | 15—45 |
| First Car 5th Ave and 2nd St.—6:15 A. M. |       | First Car 19th St.—6:30 A. M. |       |
| Last Car 5th Ave and 2nd St.—11:15 P. M. |       | Last Car 19th St.—11:30 P. M. |       |

These Signals will show no light when there is no car between 3rd and 9th St. and a train or car may enter Block from either direction. Eastbound train or car striking the conductor, in the trolley just east of 9th Street which operates the signal, will get a green light in the signal and will throw a red signal at 9th Street. This signal gives Eastbound train or car the right to proceed and Westbound train or car must wait till signal is cleared.

Westbound train or car striking the conductor, in the trolley just west of 3rd Street which operates the signal, will get a green light in the signal just west of 3rd Street and will throw a red signal at 9th Street. This signal gives Westbound train or car the right to proceed and Eastbound train or car must wait till signal is cleared.

When this Block Signal is out of order, trains or cars will be operated between the points above mentioned, under absolute control and only when track is SEEN to be clear.

Between 8th Avenue and 12th Street and 19th Street traffic will be controlled by Block Signals, operation and rules covering which are shown under "BLOCK SIGNALS", Page 6.

When on time trains of the C. D. & M. Ry. will run on the following schedule:

| Northbranch Westbound                    |       | Eastbound                        |       |
|------------------------------------------|-------|----------------------------------|-------|
| 5th Ave and 2nd St.                      | 00—30 | 4th Avenue North                 | 15—45 |
| 6th Ave and 3rd St.                      | 03—33 | 6th Ave and 9th St.              | 22—52 |
| 6th Ave and 9th St.                      | 07—37 | 6th Ave and 3rd St.              | 27—57 |
| 6th Ave and 9th St.                      | 12—42 | 5th Ave and 2nd St.              | 30—00 |
| 4th Avenue North                         | 15—45 | First Car 4th Ave. N.—6:15 A. M. |       |
| First Car 5th Ave and 2nd St.—6:00 A. M. |       | Last Car 4th Ave. N.—11:15 P. M. |       |
| Last Car 5th Ave and 2nd St.—11:00 P. M. |       |                                  |       |

\*Saturday, Sunday and Holidays Only.

## TIME TABLE NO. 10—EFFECTIVE MAY 10, 1933

Between DAVENPORT and MUSCATINE  
Going West—Read Down

| 159   | 157   | 155   | 153   | 151   | Car Car | Dist. | 152   | 154   | 156   | 158   | 160   |
|-------|-------|-------|-------|-------|---------|-------|-------|-------|-------|-------|-------|
| Daily | Daily | Daily | Daily | Daily | Pairing | from  | Daily | Daily | Daily | Daily | Daily |
| PM    | PM    | PM    | AM    | AM    | Track   | Daily | PM    | PM    | PM    | PM    | PM    |
| 8:00  | 5:10  | 2:00  | 11:00 | 8:10  |         |       | 29.9  | 10:50 | 1:45  | 4:45  | 7:50  |
| 8:16  | 5:26  | 2:16  | 11:16 | 8:26  | 6       | 2.8   | 10:58 | 1:53  | 4:53  | 7:58  | 10:33 |
| 8:23  | 5:33  | 2:23  | 11:23 | 8:33  | 6       | 6.2   | 10:52 | 1:27  | 4:27  | 7:32  | 10:27 |
| 8:32  | 5:42  | 2:32  | 11:32 | 8:40  | 25      | 10.4  | 10:23 | 1:18  | 4:18  | 7:23  | 10:18 |
| 8:38  | 5:48  | 2:38  | 11:38 | 8:46  | 8       | 13.4  | 10:17 | 1:12  | 4:12  | 7:17  | 10:12 |
| 8:44  | 5:54  | 2:44  | 11:44 | 8:50  | 20      | 16.1  | 10:12 | 1:07  | 4:07  | 7:12  | 10:07 |
| 8:52  | 6:02  | 2:52  | 11:52 | 8:58  | 10      | 20.7  | 10:02 | 1:02  | 3:57  | 7:02  | 9:57  |
| 8:58  | 6:08  | 2:58  | 11:58 | 9:01  | 12      | 22.8  | 9:58  | 12:53 | 3:53  | 6:58  | 9:53  |
| 9:05  | 6:08  | 2:58  | 11:58 | 9:03  | 4       | 24.2  | 9:55  | 12:50 | 3:50  | 6:55  | 9:50  |
| 9:08  | 6:15  | 3:05  | 12:05 | 9:10  | 10      | 27.8  | 9:47  | 12:42 | 3:42  | 6:47  | 9:42  |
| 9:15  | 6:25  | 3:15  | 12:15 | 9:20  |         | 29.9  | 9:36  | 12:30 | 3:30  | 6:36  | 9:30  |
| Daily | Daily | Daily | Daily | Daily |         |       | Daily | Daily | Daily | Daily | Daily |
| 156   | 157   | 158   | 159   | 160   |         |       | 152   | 154   | 156   | 158   | 160   |

NOTICE—All trains, when on track operated jointly with the Tri-City Railway Co., will be run under absolute control when there is the slightest doubt of the location of the cars of that company.

U. S. Mail will be handled between Davenport and Blue Grass; Westbound on Trains No. 151 leaving Davenport at 8:10 a. m. and No. 157 leaving Davenport at 5:10 p. m. Eastbound train No. 152 leaving Blue Grass at 10:23 a. m. and train No. 156 leaving Blue Grass at 4:18 p. m.

## INSTRUCTIONS

**TIME**  
At stations and time points as shown on employee time table the figures indicate time of departure, except where two times are given, in which case the first time indicates arrival, the second time indicates departure.

**SYMBOLS**  
Light-face type indicates: A. M. beginning at 12:01 midnight.  
Dark-faced type indicates: P. M. beginning at 12:01 noon.

**WHISTLES**  
Local trains will use station whistle at all points on right of way where stops may be made regularly or by flag, except at public highways, at which places regular crossing signal will be given.

**STOPS**  
Trains will make regular stops outside of Davenport and Muscatine, at Blue Grass, all other stops only on flag or request.

**RULES FOR JOINT OPERATION WITH CARS OF TRI-CITY RAILWAY COMPANY BETWEEN THE POINTS INDICATED BELOW**

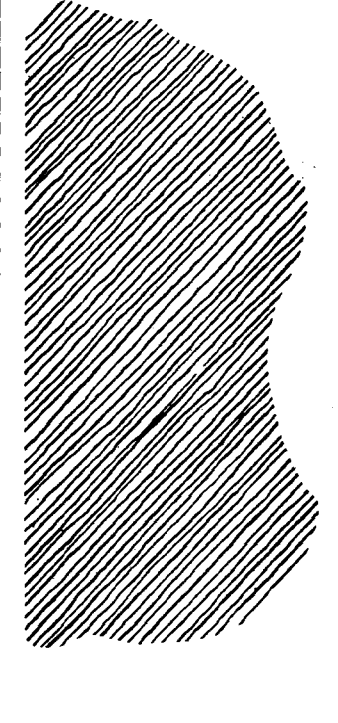
The joint operation over tracks of the Tri-City Railway Co. in Davenport, between the Junction at West Third and Roll Streets to and around the Loop, will be governed by the foregoing instructions and by the following rules:

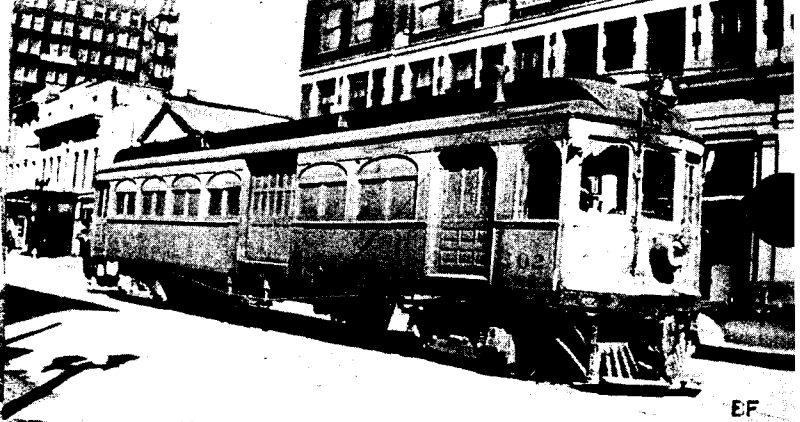
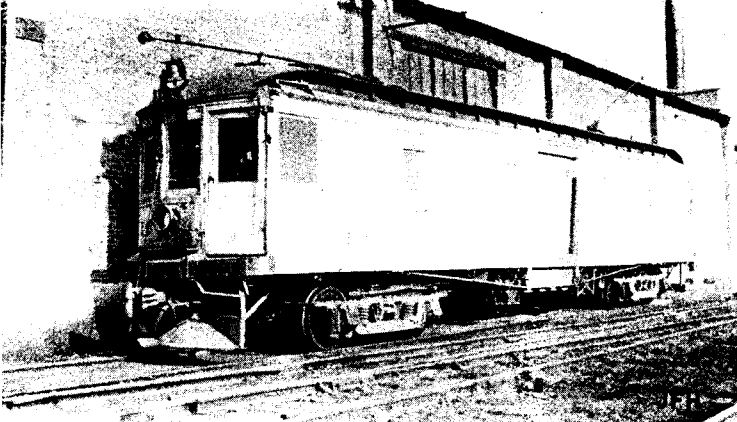
- When trains of the Clinton, Davenport & Muscatine Ry. Co. and regular cars of the Tri-City Ry. Co. approach junction points at the same time City Cars will precede. Extra cars of the Tri-City Ry. Co. will follow regular Clinton, Davenport & Muscatine trains under similar conditions, and vice versa.
- Inasmuch as the running time between end of double track east of the Junction is so short, meeting points cannot be made positive without serious unnecessary delays at times. Therefore, trains will be operated between the points above mentioned only when the track is seen to be clear.
- When trains of the Clinton, Davenport & Muscatine Ry. Co. are on the tracks of the Tri-City Ry. Co. such trains must be operated according to the rules and under orders of the proper representatives of such company, except as may be indicated in special instructions given by the Clinton, Davenport & Muscatine Ry. Co. In case where disputes are likely to arise with motormen and conductors of such road, instantly give way, but report occurrence to the Supt. at once, giving all necessary information.

- When the cars of one road cause cars of the other road to be late at any point on joint tracks, good judgment must be used by both train crews to avoid still further and perhaps more serious delays.
- CONTROL**  
When rounding blind curves on joint track at any time, and when approaching or running over same during heavy storms of snow or rain, or during fog, cars of both roads must be under full control until it is positively known that opposing cars have been met or passed. No excuse will be accepted for collision due to failure to observe this rule.
- WATCHES**  
Watches of all crews must be kept checked by standard clocks of the respective companies in which they are employed. No excuse can be accepted for an accident caused by a man's watch being off time.

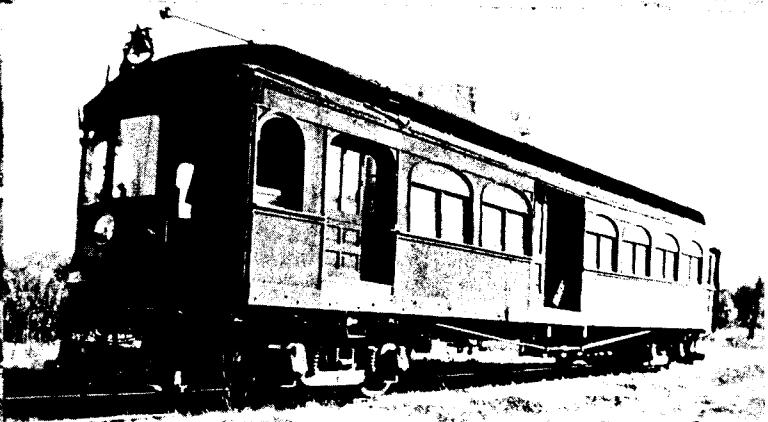
### SPECIAL RULES FOR OPERATING OVER C., D. & M. TRACKS

- Subject to Special Rules for Operation of One Man Cars
- When any train reaches a meeting point and finds the train or trains to be met have not arrived, trainmen shall immediately call the dispatcher for orders.
  - Motormen will file train orders immediately in front of them on book provided for the purpose, and will not leave the train until such orders have been executed.
  - If the wire falls before "Complete" can be obtained, the order is of no effect and must not be acted upon. Orders once in effect continue so until fulfilled, superseded or annulled.
  - In case conductors or motormen change off before orders received by them are executed, they must hand same over to their relief and know that same are perfectly understood.
  - When a train turns out to meet another and has stopped clear of main track, or is standing to meet train at end of double track or at junction, motorman must cut out the headlight. Headlights must be exposed at all times when trains are not clear of the main track.
  - Trains must approach the end of double track, junctions, and railroad crossings as grade prepared to stop, unless the switches and signals are right and the track is clear. See Rule 170.
  - Except at meeting points provided with spring switches, all regular schedule trains in respective class or direction, will head in and back out of all sidings, unless dispatcher gives orders to contrary, or the timetable requires departure from this rule. Extra trains in either direction will take siding for all schedule trains.





EF



SDM

WCJ



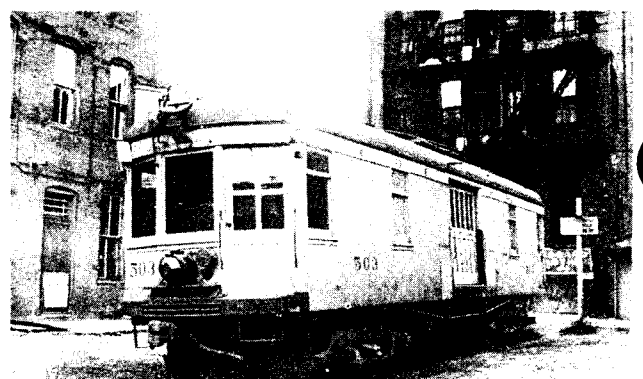
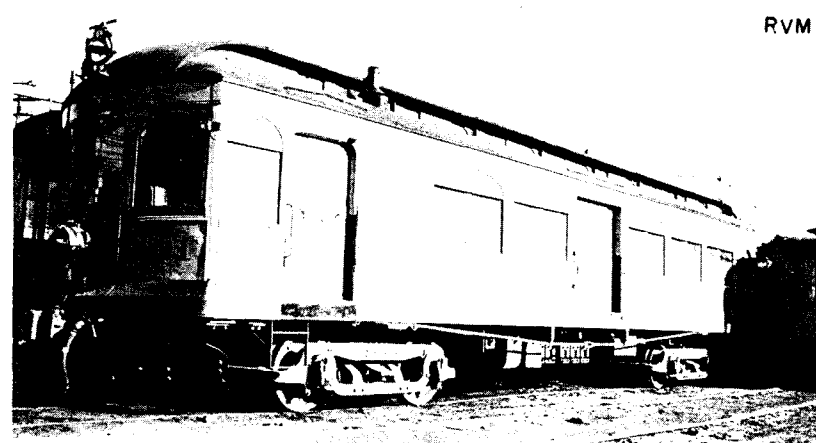
BLS



PS

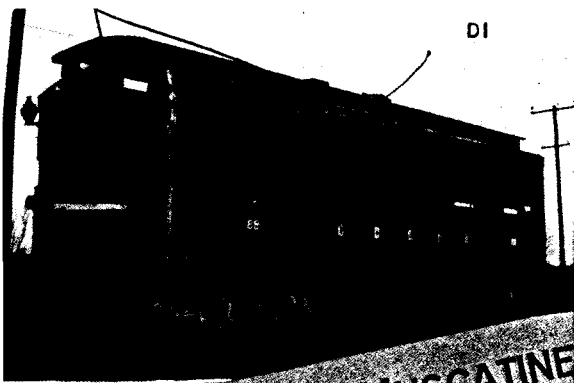
RVM

Upon acquisition of light-weight one-man cars, the old heavies were put into freight service.



DI

Left: Cables work car #88.  
Below: I&I shorty trailers.



**TON, DAVENPORT & MUSCATINE RAILWAY COMPANY** No. 203

6

SS Mr. J. R. Pickering,  
Asst Supt Transportation, C.R.I.&P. Ry  
Chicago, Ill.

BETWEEN ALL STATIONS  
UNTIL DECEMBER 31st, 1926

UNLESS OTHERWISE ORDERED AND  
SUBJECT TO CONDITIONS ON BACK

APPROVED AND  
SIGNED BY MYSELF OR R. I. SMITH, GENERAL MANAGER

*R. I. Smith*  
GENERAL MANAGER

*J. R. Pickering*  
ASST. Supt. TRANSPORTATION

**MUSCATINE INTERURBAN**

Chicago, Davenport & Muscatine Ry. Co.

| Mo. | Tu. | We. | Th. | Fr. | Sa. | Su. | Mo. | Tu. | We. | Th. | Fr. | Sa. | Su. |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 1   | 2   | 3   | 4   | 5   | 6   | 7   | 1   | 2   | 3   | 4   | 5   | 6   | 7   |
| 8   | 9   | 10  | 11  | 12  | 13  | 14  | 8   | 9   | 10  | 11  | 12  | 13  | 14  |
| 15  | 16  | 17  | 18  | 19  | 20  | 21  | 15  | 16  | 17  | 18  | 19  | 20  | 21  |
| 22  | 23  | 24  | 25  | 26  | 27  | 28  | 22  | 23  | 24  | 25  | 26  | 27  | 28  |
| 29  | 30  | 31  |     |     |     |     | 29  | 30  | 31  |     |     |     |     |

103

DISPATCHED BY *W. J. ...*

CONDUCITOR *W. J. ...*

Made by *W. J. ...*

OPERATOR *W. J. ...*

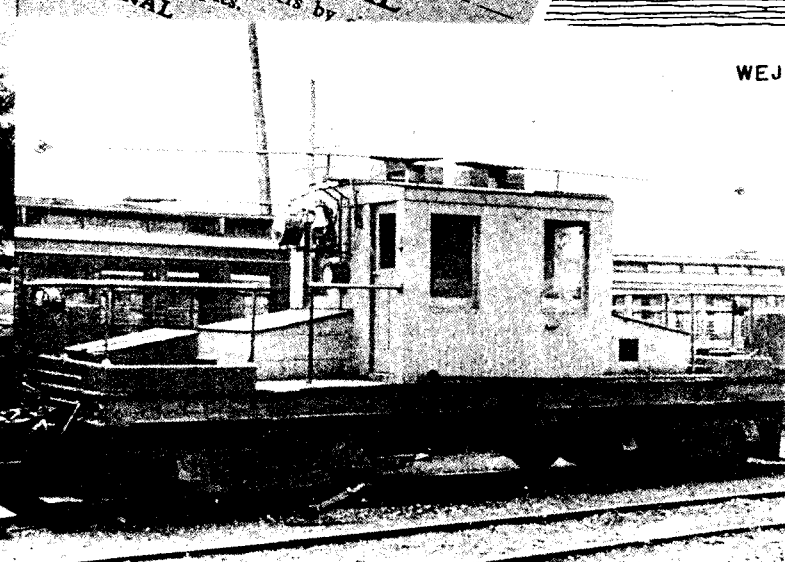
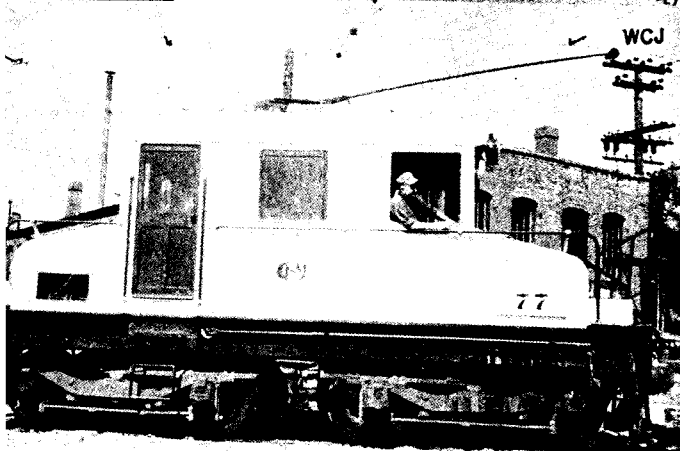
**SET TRAIN ORDER SIGNAL**

11:02 A.M.

in spaces provided, before detaching their copies.

ORIGINAL

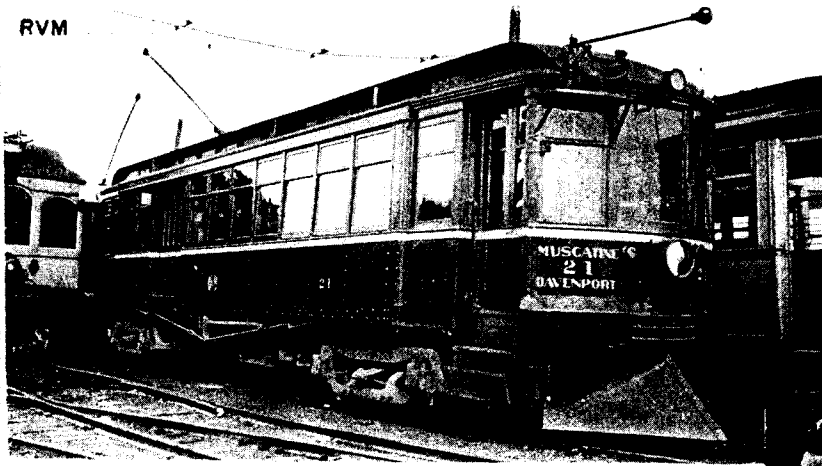
15



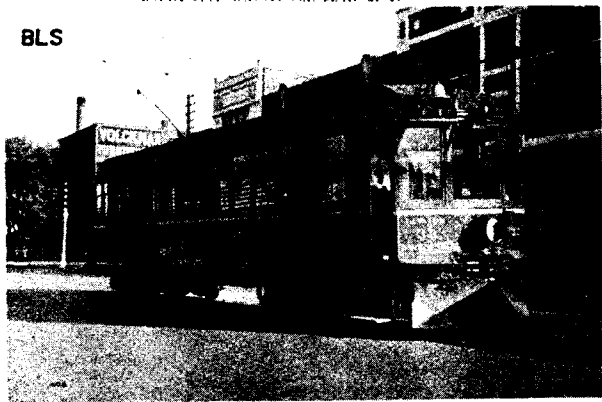
Loco #77 was originally  
Hoboken Mfrs. R. R. #3.

WEJ

RVM

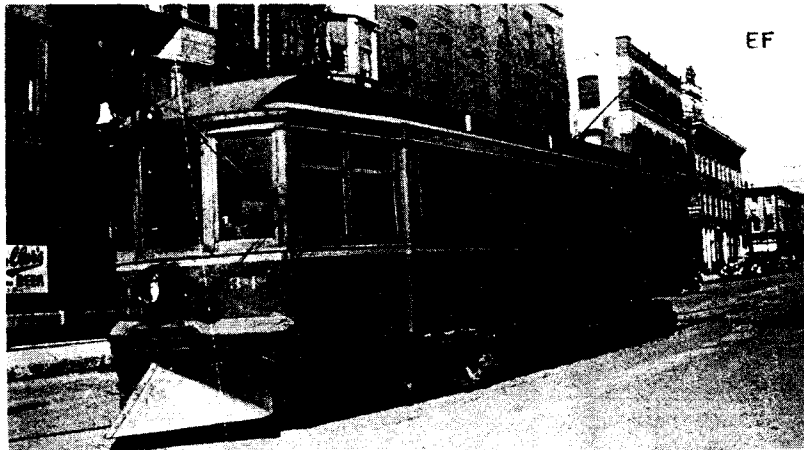


BLS

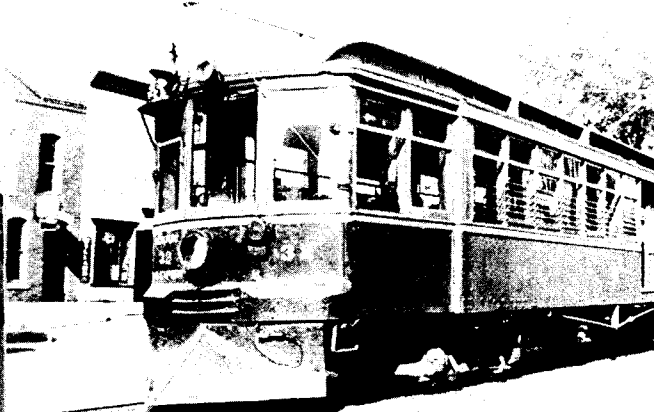


Home-built from Davenport city cars the 20-class 1200-volt and 30-class 600-volt cars were able to turn in better schedule speed and on time performance than the handsome heavy cars which they replaced.

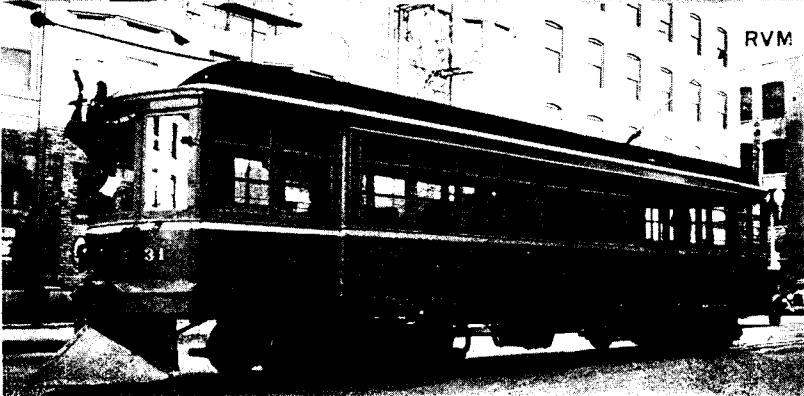
16



EF



RVM SDM



CLINTON. DAVENPORT & MUSCATINE RAILWAY COMPANY

TABULAR ROSTER OF EQUIPMENT

| No. | Division  | Car Body     | Type  | Lgth. | Builder       | Date | Disposition    |
|-----|-----------|--------------|-------|-------|---------------|------|----------------|
| 1   | Clinton   | Locomotive   | Motor |       | I. & I. Shops | 1904 | Scrapped 1912  |
| 3   | Clinton   | Express      | Motor |       | From MC&CL    |      | Returned MC&CL |
| 4   | Clinton   | Portable Sub | Trail |       |               |      | MC&CL 1940     |
| 11  | Clinton   | Bag.-Psg.    | Motor | 56'   | Stephenson    | 1904 | Rebuilt as 102 |
| 12  | Clinton   | Bag.-Psg.    | Motor | 56'   | Stephenson    | 1904 | Rebuilt as 103 |
| 13  | Clinton   | Bag.-Psg.    | Motor | 56'   | Stephenson    | 1904 | Renumbered 18  |
| 14  | Clinton   | Bag.-Psg.    | Motor | 56'   | Stephenson    | 1904 | Scrapped       |
| 16  | Muscatine | Bag.-Psg.    | Motor | 50'   | Niles         | 1912 | Scrapped       |
| 18  | Clinton   | Bag.-Psg.    | Motor | 56'   | Stephenson    | 1904 | Renumbered 43  |
| 20  | Muscatine | Psg.-Bag.    | Motor |       | T.C.Ry.Shops  | 1923 | Renumbered 21  |
| 21  | Muscatine | Psg.-Bag.    | Motor |       | T.C.Ry.Shops  | 1923 | Scrapped 1938  |
| 22  | Muscatine | Psg.-Bag.    | Motor |       | T.C.Ry.Shops  | 1923 | Scrapped 1938  |
| 23  | Clinton   | Psg.-Bag.    | Motor |       | T.C.Ry.Shops  | 1924 | Renumbered 31  |
| 23  | Muscatine | Psg.-Bag.    | Motor |       | T.C.Ry.Shops  | 1923 | Scrapped 1938  |
| 24  | Clinton   | Psg.-Bag.    | Motor |       | T.C.Ry.Shops  | 1924 | Renumbered 32  |
| 25  | Clinton   | Psg.-Bag.    | Motor |       | T.C.Ry.Shops  | 1924 | Renumbered 33  |
| 26  | Clinton   | Psg.-Bag.    | Motor |       | T.C.Ry.Shops  | 1924 | Renumbered 34  |
| 31  | Clinton   | Psg.-Bag.    | Motor |       | T.C.Ry.Shops  | 1924 | Scrapped 1940  |
| 32  | Clinton   | Psg.-Bag.    | Motor |       | T.C.Ry.Shops  | 1924 | Scrapped 1940  |
| 33  | Clinton   | Psg.-Bag.    | Motor |       | T.C.Ry.Shops  | 1924 | Scrapped       |
| 34  | Clinton   | Psg.-Bag.    | Motor |       | T.C.Ry.Shops  | 1924 | Scrapped 1940  |
| 41  | Clinton   | Bag.-Psg.    | Motor | 56'   | Stephenson    | 1904 | Scrapped       |
| 51  | Clinton   | Psg.         | Trail | 45'   | Stephenson    | 1904 | Scrapped       |
| 51  | Clinton   | Psg.         | Trail | 45'   | Stephenson    | 1904 | Scrapped       |
| 52  | Clinton   | Psg.         | Trail | 45'   | Stephenson    | 1904 | Renumbered 51  |
| 53  | Clinton   | Psg.         | Trail | 45'   | Stephenson    | 1904 | Scrapped       |
| 55  | Clinton   | Side Dump    | Motor |       | Differential  |      | Scrapped 1940  |
| 56  | Clinton   | Side Dump    | Motor |       | Differential  |      | Scrapped 1940  |
| 57  | Clinton   | Flat Work    | Motor |       |               |      | Scrapped 1940  |
| 58  | Clinton   | Crane        | Motor |       |               |      | Scrapped 1940  |
| 61  | Muscatine | Bag.-Psg.    | Motor | 50'   | Niles         | 1912 | Scrapped       |
| 66  | Clinton   | Locomotive   | Motor |       | Co.Shops      |      | Scrapped 1940  |
| 72  | Clinton   | Steam Loco.  |       |       | Davenport     | 1909 | PBS&S 1915     |
| 77  | Clinton   | Locomotive   | Motor | 25'   | BLW-BW-West.  | 1906 | CTCo. 1940     |
| 83  | Clinton   | Locomotive   | Motor |       | I. & I. Shops | 1912 | MC&CL          |
| 94  | Clinton   | Caboose      | Trail | 28'   |               |      | Scrapped       |
| 99  | Clinton   | Locomotive   | Motor |       | Co.Shops      |      | Scrapped 1940  |
| 101 | Clinton   | Express      | Motor | 49'   | Stephenson    | 1904 | Scrapped 1940  |
| 102 | Clinton   | Express      | Motor | 56'   | Stephenson    | 1904 | Scrapped 1940  |
| 103 | Clinton   | Express      | Motor | 56'   | Stephenson    | 1904 | Scrapped 1940  |
| 201 | Clinton   | Express      | Trail | 40'   |               |      | Scrapped 1924  |
| 401 | Muscatine | Bag.-Psg.    | Motor | 50'   | Niles         | 1912 |                |
| 402 | Muscatine | Bag.-Psg.    | Motor | 50'   | Niles         | 1912 | Renumbered 16  |
| 403 | Muscatine | Bag.-Psg.    | Motor | 50'   | Niles         | 1912 |                |
| 404 | Muscatine | Bag.-Psg.    | Motor | 50'   | Niles         | 1912 | Rebuilt as 501 |
| 405 | Muscatine | Bag.-Psg.    | Motor | 50'   | Niles         | 1912 |                |
| 406 | Muscatine | Bag.-Psg.    | Motor | 50'   | Niles         | 1912 | Renumbered 61  |
| 451 | Muscatine | Express      | Motor | 45'   | Niles         | 1912 | Renumbered 500 |
| 500 | Muscatine | Express      | Motor | 45'   | Niles         | 1912 | Renumbered 503 |
| 501 | Muscatine | Express      | Motor | 50'   | Niles         | 1912 | Scrapped 1938  |
| 502 | Muscatine | Express      | Motor | 50'   | Niles         | 1912 | Scrapped 1938  |
| 503 | Muscatine | Express      | Motor | 45'   | Niles         | 1912 | Scrapped 1938  |
| -   | Clinton   | Sweeper      | Motor |       | McGuire Cum.  |      | Scrapped 1940  |

FREIGHT TRAIL EQUIPMENT

| Numbers     | Car Body               | Length   | Capacity     | Volume      | Total |
|-------------|------------------------|----------|--------------|-------------|-------|
| 301-305     | Flat Cars              | 40' 1/2" | 60,000 lbs.  |             | 5     |
| 306-309     | Flat-Made Gondola Cars | 43' 10"  | 100,000 lbs. | 1093 cu.ft. | 4     |
| 401-403     | Gondola Cars           | 40' 1/2" | 60,000 lbs.  | 1047 cu.ft. | 3     |
| 404         | Flat Car               | 41' 2"   | 60,000 lbs.  |             | 1     |
| 601-603     | Stock Cars             |          | 60,000 lbs.  | 2225 cu.ft. | 3     |
| 701-708     | Steel Hopper Cars      | 31' 6"   | 120,000 lbs. | 1664 cu.ft. | 8     |
| 1001        | Box Car                |          | 60,000 lbs.  | 1843 cu.ft. | 1     |
| Grand Total |                        |          |              |             | 25    |

SUPPLEMENTARY REFERENCE NOTES ON EQUIPMENT:

1. Original Iowa & Illinois Railway group:  
Cars 11-16, 76,000 lb., 4-GE 73 (75 hp) motors, 60 seats, Baldwin #134 trucks, 36" wheels, single end L4 control. Car 101 had same mechanical and electrical equip't.  
Cars 51-53, trailers, Baldwin #128 trucks, 33" wheels.

2. Original Davenport & Muscatine Railway group:  
Cars 401-406, 62,000 lb., 4-GE217 (50 hp) motors (2 in series). Standard C50 trucks, 78" wheelbase, single end K42a control, 62 seats. Car 461 same equip't, double end.  
3. Engine 72, type 2-8-0, built for Dakota & Western; sold in 1915 to Pine Bluff, Sheridan & Southern Railway -- both steam lines being logging roads.  
4. Equipment from #1 used to build #83.  
5. Cars of series 20-23 of Muscatine division built from Tri-Cities street cars, using salvaged motor and mechanical equipment from 401 group, but with new HL control, weight 37,000 lb., 37 seats.  
6. Cars of series 23-34 of Clinton division built from Tri-Cities street cars; had 4-GE 203 motors, seated 37, had 2 K350 controllers.  
NOTE EXTENSIVE RENUMBERING. Most of the cars had more than one number at various times. Thus, 51, listed twice is actually 2 different cars, one the original 51, and next the former 52.  
7. Engine #77, formerly Hoboken Mfrs. R.R. #3, purchased 1930, built by Baldwin Locomotive Works-Burnham Williams & Co.-Westinghouse Elec. & Mfr. Co., serial 28002. Wheelbase 84", 36" wheels, 120,000 lb., 4-Westinghouse 708 motors geared 18:70. HL control. Engine #68, built from car 215 of Tri-Cities Ry., 4 GE80A motors, 2-K350 controllers.

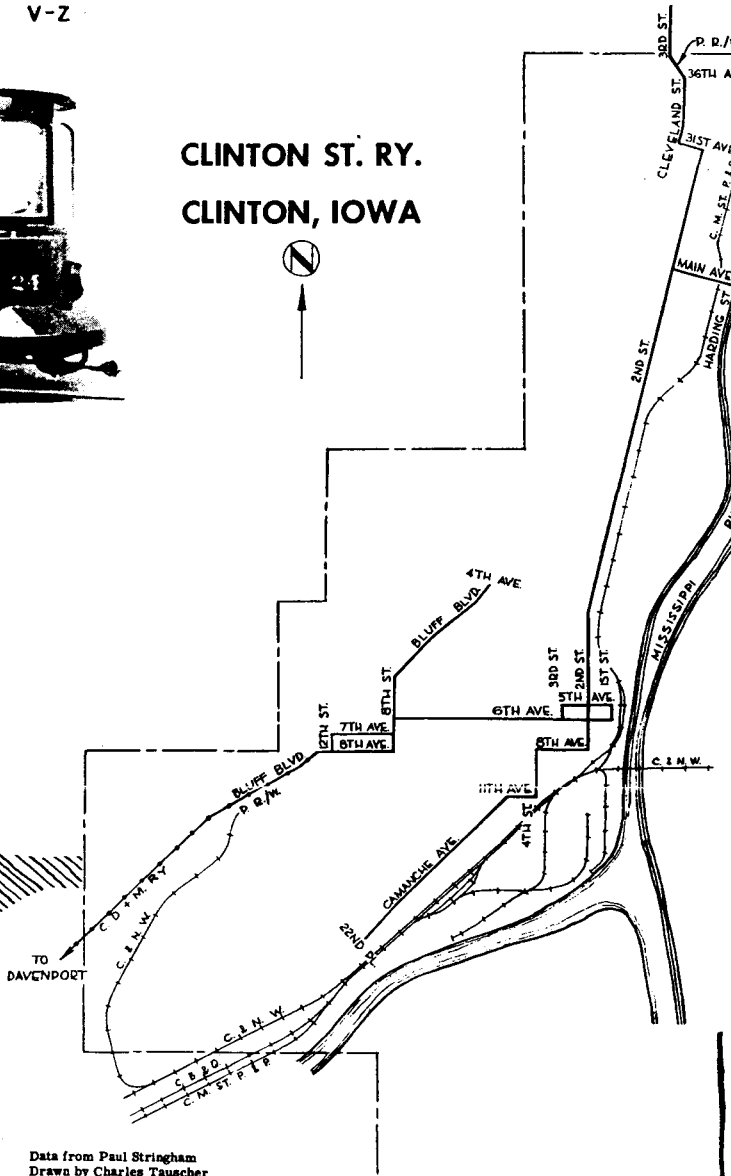
IMPORTANT DATES IN THE HISTORY OF THE C. D. & M.

Sep. 17, 1901. I. & I. Ry. Co. chartered in Iowa.  
Apr. 1902 Citizens Ry. & Lt. Co. (Muscatine) chartered.  
Nov. 20, 1904 I. & I. Ry. commenced through operation.  
Dec. 10, 1904 I. & I. Ry. Davenport station opened at 117 Brady St.  
May 28, 1905 T.C.Ry. & L.Co. takes over Davenport-Bettendorf local work.  
Jun. 22, 1905 Fast schedule established by I. & I. and service doubled.  
Jun. 1906 I. & I. Park opened. Located north of LeClaire.  
Jul. 31, 1906 Cut-off in East Davenport completed by I. & I. Ry.  
Aug. 30, 1906 Muscatine Lt. & Tr. Co. incorporated.  
Jan. 1910 Davenport frt. station opened by I. & I. at Front & Brady.  
Feb. 15, 1910 D. & M. Ry. Co. incorporated in Iowa.  
Jul. 25, 1910 Local-Limited service started by I. & I. Ry.  
Apr. 4, 1912 Through freight service into Davenport via I. & I.-C. & N.W. commenced. Steam locomotive placed in operation between Davenport and Pleasant Valley.  
Jul. 8, 1912 Muscatine city lines purchased by D. & M. Ry.  
Jul. 28, 1912 First through car operated by D. & M. for special party.  
Aug. 1, 1912 D. & M. Ry. commenced through operation.  
Jan. 1913 Management of I. & I. taken over by D. & M. Headquarters moved from Clinton to Davenport.  
Jun. 11, 1913 Mill Creek power station closed. Replaced by Moline power.  
Oct. 14, 1913 Steam loco. operation extended to west limits of LeClaire.  
Nov. 30, 1913 Clinton station moved from 248 Fifth to 116 Sixth Avenue.  
Mar. 15, 1915 I. & I.-C. & N.W. through freight service discontinued. Steam loco. operation ceased on this (last) day.  
Jan. 29, 1916 C.D. & M. Ry. Co. formed by merging I. & I. with D. & M.  
Sep. 17, 1918 Mill Creek power station switch discontinued.  
Sep. 16, 1919 Repair work at Clinton moved to East River St., Davenport.  
Dec. 1-15, 1919 Eight trains pulled off Clinton Division w/c fuel shortage.  
Apr. 29, 1923 Davenport station moved to 213 Perry Street.  
May. 1, 1924 Freight motor 102 placed in operation.  
Sep. 2, 1924 First one-man car for Clinton Division completed.  
Oct. 27, 1924 Light-weight cars operated on Clinton Div. with two men.  
Nov. 16, 1924 One man psg. train operation started on Clinton Division.  
May. 24, 1928 Muscatine city lines sold to Iowa Electric Co.  
Aug. 1, 1928 Parallel bus operation started on Clinton Division.  
Mar. 17, 1929 Muscatine city lines abandoned.  
Oct. 22, 1929 Bus operation started on Muscatine Division.  
Dec. 5, 1929 Muscatine Division service reduced to one car schedule.  
Feb. 13, 1930 Camanche automatic sub placed in operation.  
Mar. 1, 1930 Clinton car barn closed.  
Oct. 12, 1930 Princeton substation made automatic.  
Oct. 1, 1933 Clinton station moved from 116 Sixth to 125 Fifth Avenue. Clinton freight station established at car barn.  
Jan. Feb. 1935 New line constructed between Bettendorf and Mound Street.  
Spring 1937 Clinton Street Railway abandoned.  
Nov. 8, 1938 Muscatine Division passenger service abandoned.  
Nov. 15, 1938 Muscatine Division freight service abandoned.  
Dec. 20, 1939 Abandonment of Clinton Div. authorized by I.C.C.  
Mar. 31, 1940 Clinton Division abandoned.  
May. 2, 1940 13.80 miles of Clinton Div. purchased by D.R.I. & N.W. Ry.





CLINTON ST. RY.  
CLINTON, IOWA



Data from Paul Stringham  
Drawn by Charles Tauscher

BN



GLOBE TICKET COMPANY, KANSAS CITY, MO.

**CLINTON STREET RAILWAY CO.**

Good for one continuous passage on connecting lines but not for return trip or in vicinity of original boarding point. B. Ballinger

**000415**

**NOT TRANSFERABLE**

**Good On**

**HILL LINE**

**BN**

**NORTH BRANCH**

**MAIN LINE**

**NORTH ON 2nd STREET at MAIN AVE.**

| Hour     | Minutes |
|----------|---------|
| 5 a. m.  | 0       |
| 6 a. m.  | 15      |
| 7 a. m.  | 30      |
| 8 a. m.  | 45      |
| 9 a. m.  | 0       |
| 10 a. m. | 15      |
| 11 a. m. | 30      |
| 12 noon  | 45      |
| 1 p. m.  | 0       |
| 2 p. m.  | 15      |
| 3 p. m.  | 30      |
| 4 p. m.  | 45      |
| 5 p. m.  | 0       |
| 6 p. m.  | 15      |
| 7 p. m.  | 30      |
| 8 p. m.  | 45      |
| 9 p. m.  | 0       |
| 10 p. m. | 15      |
| 11 p. m. | 30      |
| 12 p. m. | 45      |

Car to Car

18

**CLINTON STREET RAILWAY CO.**

**TRACKMAN'S TICKET**

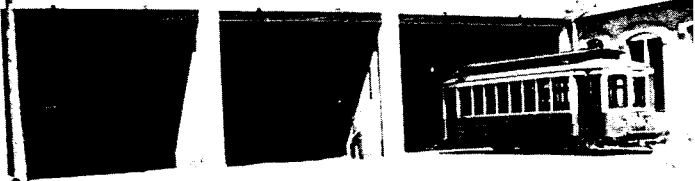
This Ticket good on between the hours of 6 A. M. and 7 P. M.

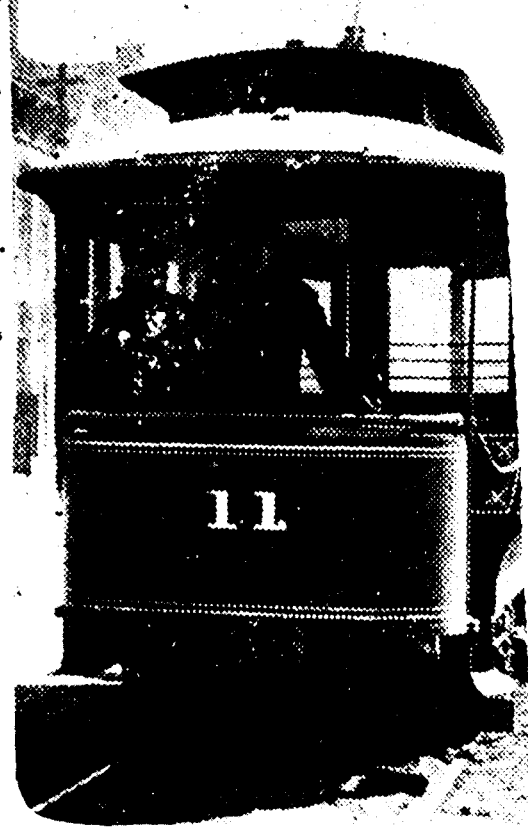
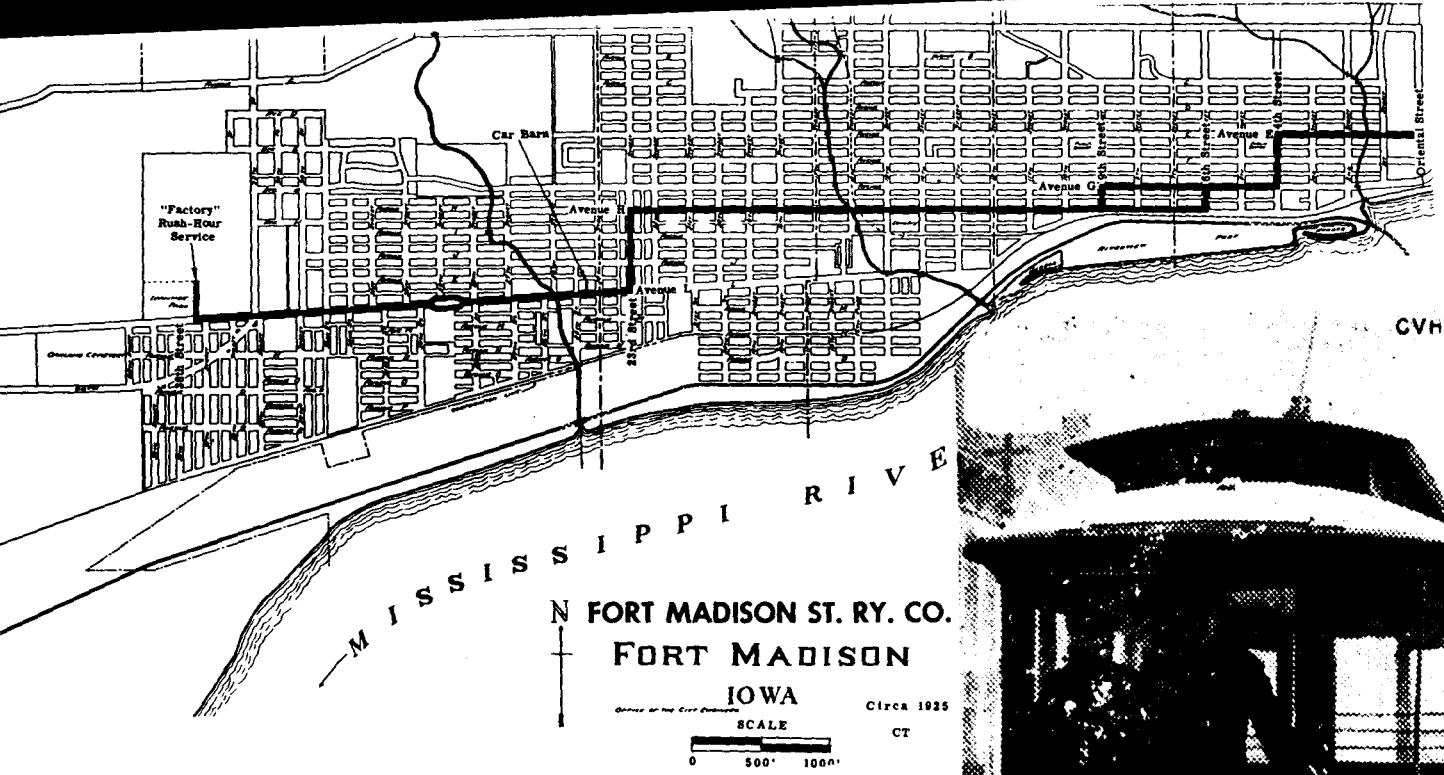
**Not Good On Sundays.**

003500

*R. C. Ballinger*

|      |      |      |      |     |      |      |      |       |      |      |      |    |    |    |    |
|------|------|------|------|-----|------|------|------|-------|------|------|------|----|----|----|----|
| 1    | 2    | 3    | 4    | 5   | 6    | 7    | 8    | 9     | 10   | 11   | 12   | 13 | 14 | 15 | 16 |
| Jan. | Feb. | Mar. | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Dec. |    |    |    |    |
| 17   | 18   | 19   | 20   | 21  | 22   | 23   | 24   | 25    | 26   | 27   | 28   | 29 | 30 | 31 |    |





**Fort Madison St. Ry. Co.**  
 NOT TRANSFERABLE  
 010915

| DATE | AM | PM |
|------|----|----|
| 1    | 1  | 0  |
| 2    | 2  | 5  |
| 3    | 3  | 10 |
| 4    | 4  | 15 |
| 5    | 5  | 20 |
| 6    | 6  | 25 |
| 7    | 7  | 30 |
| 8    | 8  | 35 |
| 9    | 9  | 40 |
| 10   | 10 | 45 |
| 11   | 11 | 50 |
| 12   | 12 | 55 |
| 13   | 1  | 0  |
| 14   | 2  | 5  |
| 15   | 3  | 10 |
| 16   | 4  | 15 |
| 17   | 5  | 20 |
| 18   | 6  | 25 |
| 19   | 7  | 30 |
| 20   | 8  | 35 |
| 21   | 9  | 40 |
| 22   | 10 | 45 |
| 23   | 11 | 50 |
| 24   | 12 | 55 |

THIS CHECK ISSUED AND HONORED AT TRANSFER ONLY - GOOD ON POINT PUNCHED AFTER ITS FIRST CAR PASSENGER AND DATE ISSUE. THAT TIME AND DATE ARE CORRECT.

GOOD FOR THIS TIME ONLY

**Peoples Gas and Electric Co.**  
 No. 83269  
 NOT TRANSFERABLE

| DATE | MINUTES |
|------|---------|
| 1    | 15      |
| 2    | 30      |
| 3    | 45      |
| 4    | 15      |
| 5    | 30      |
| 6    | 45      |
| 7    | 15      |
| 8    | 30      |
| 9    | 45      |
| 10   | 15      |
| 11   | 30      |
| 12   | 45      |
| 13   | 15      |
| 14   | 30      |
| 15   | 45      |
| 16   | 15      |
| 17   | 30      |
| 18   | 45      |
| 19   | 15      |
| 20   | 30      |
| 21   | 45      |
| 22   | 15      |
| 23   | 30      |
| 24   | 45      |
| 25   | 15      |
| 26   | 30      |
| 27   | 45      |
| 28   | 15      |
| 29   | 30      |
| 30   | 45      |
| 31   | 15      |

|         |         |         |         |        |        |        |        |        |        |        |        |        |         |         |
|---------|---------|---------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------|---------|
| 10 a.m. | 10 a.m. | 11 a.m. | 12 Noon | 1 p.m. | 2 p.m. | 3 p.m. | 4 p.m. | 5 p.m. | 6 p.m. | 7 p.m. | 8 p.m. | 9 p.m. | 10 p.m. | 11 p.m. |
| 0       | 15      | 30      | 45      | 0      | 15     | 30     | 45     | 0      | 15     | 30     | 45     | 0      | 15      | 30      |

000638  
 WEST HILL AND PROSPECT HILL TO SUNNYSIDE AND BLUFF ROAD WEST BURLINGTON SOUTH HILL and ANGULAR NORTH HILL AGENCY STREET

JAN. FEB. MAR. APRIL MAY JUNE JULY AUG. SEPT. OCT. NOV. DEC.

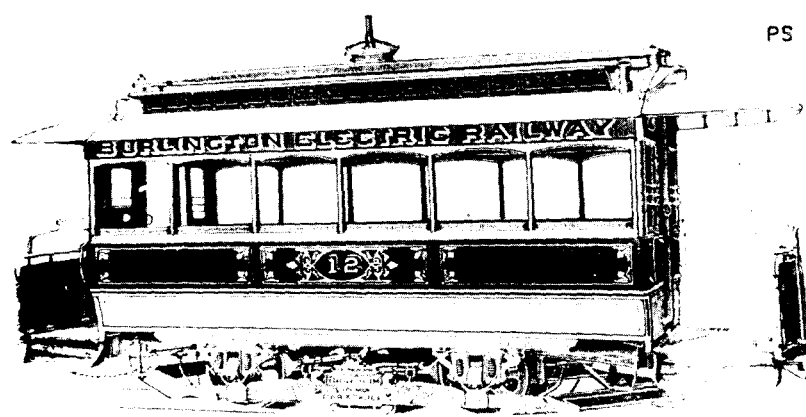
**Burlington Electric Railway Co.**  
 TRANSFER CHECK

This is not a Transfer Ticket, but a Transfer Ticket, good only for a continuous trip and will not be honored except when it is presented on the first car leaving on line indicated after the time presented in transfer. It is one of the conditions under which this ticket is accepted, that the passenger examine the date and time of the issue of this transfer and see that the same is punched correctly.

30 45 Min.

See that Transfer is Properly Punched

| MONTH | DATE | MINUTES |
|-------|------|---------|
| Jan   | 1    | 30      |
| Feb   | 2    | 45      |
| Mar   | 3    | 30      |
| Apr   | 4    | 45      |
| May   | 5    | 30      |
| June  | 6    | 45      |
| July  | 7    | 30      |
| Aug   | 8    | 45      |
| Sept  | 9    | 30      |
| Oct   | 10   | 45      |
| Nov   | 11   | 30      |
| Dec   | 12   | 45      |



SECTION GAP

OCTOBER, 1991.

### Electric Street Railways at Burlington, Iowa.

A very severe test of the electric system of street cars has been given in Burlington, Ia., by the Burlington Electric Railway Co. In order to appreciate how severe this test is, and how successfully the road equipment has proved itself, it is necessary to get some idea of the peculiar conditions under which the road has run, and of the difficulties it has had to contend against in the way of steep grades.

The City of Burlington has often been called the "Rome of America" because it is surrounded by seven hills. The business portion of the city lies in a space between these hills, while the residence portion, pleasure resorts, etc., are scattered over the sides, and up to the summits of the several hills. From the centre of the city, that is, the business portion, five lines radiate and each line necessarily must run up one or more of the hills, consequently there is a great deal of grade to contend against. These grades average from eight to ten per cent. and vary in distance anywhere from one or two thousand feet to more than a mile at a stretch.

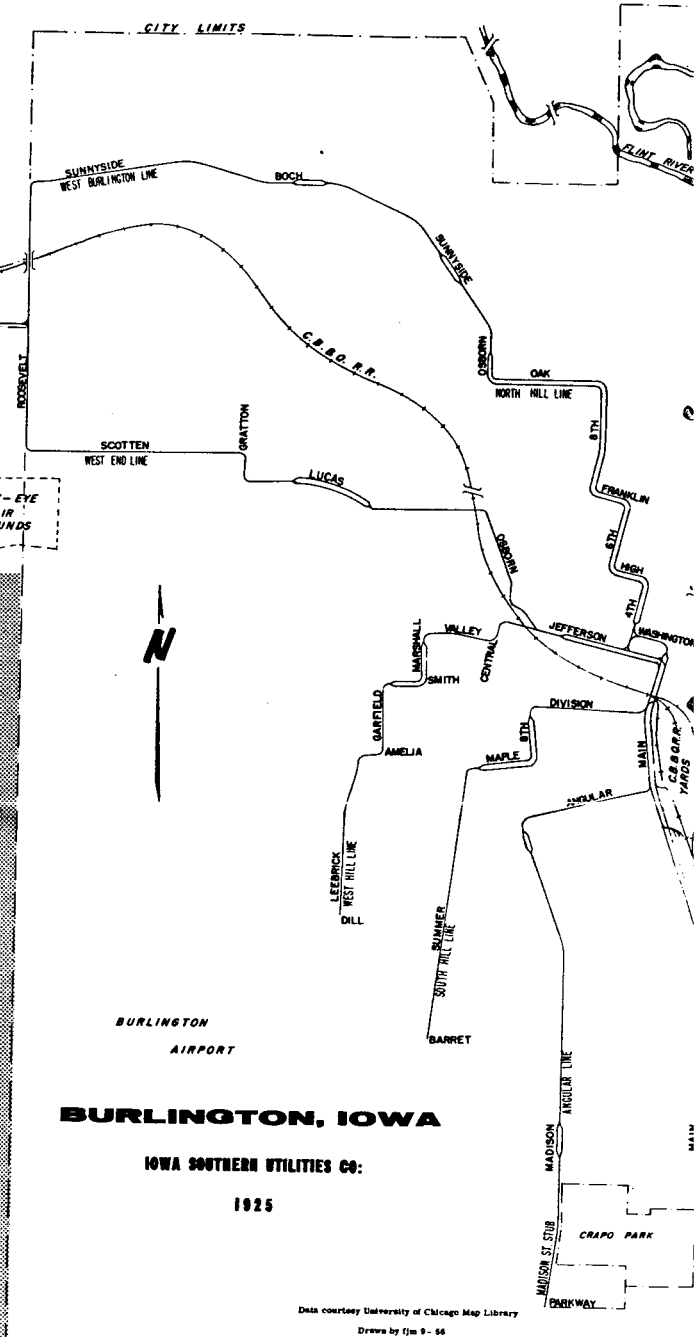
The electric overhead line of the street railway system is divided into six sections connected together by pole cut-outs or fuses, one section being in the business portion of city, and the other five sections corresponding to the five branch lines. The cars of each line run to and over the line in the central part of the city. The equipment of the road consists of twelve cars. These cars, illustrated in Fig. 2, including both bodies and trucks, were made by the John Stephenson Co., Ltd., of New York. Each car is equipped with two fifteen H. P. Westinghouse double reduction motors. At the power station, Fig. 1, there are three eighty H. P. Westinghouse generators, and each generator is driven by a Westinghouse compound engine. The switchboard is equipped entirely with the Westinghouse apparatus, and all the other appliances, lightning arresters, automatic circuit breakers, ammeters, switches, etc., are of the same make. The track is of T rails, not only in the business portion of the city

but on all five of the branch lines.

This road was put into operation about the first of July, and is operating in a very satisfactory manner. Mr. F. N. Waterman, had entire charge of the work of supervising the overhead construction, equipment of power station, and the whole electrical arrangement of the road; and the smoothness with which the cars have run from the first is due to a large extent to the careful supervision which he has given to the work. The road is excellently managed as the superintendent and general manager, Mr. F. G. Jones, understands his business, and has made himself a thorough manager for such a road. The president of the company is Mr. W. F. Putnam.

The success of this road in Burlington demonstrates that electric power is well adapted to long and heavy grades, even under trying conditions.

CVH



### BURLINGTON, IOWA

IOWA SOUTHERN UTILITIES CO:

1925

Data courtesy University of Chicago Map Library  
Drawn by Jim R. 56



FIG. —CAR ON GRADE—BURLINGTON ELECTRIC RAILWAY.

CVH

**DUBUQUE:**

Street railway service was provided in Dubuque by the Union Electric Company, incorporated in 1900 as a consolidation of the Star Electric Company, the Home Electric Company and the Dubuque Street Railway. In 1911 the company reported 17.28 miles of track (one mile on private right-of-way) with 39 motor cars and 27 trailers.

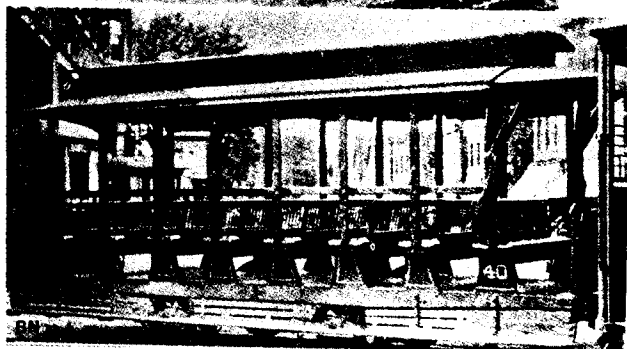
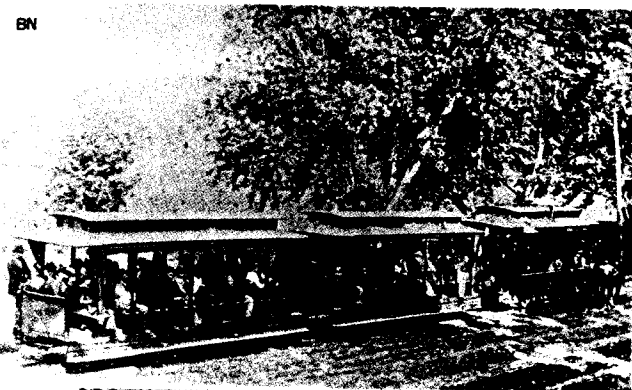
By 1928 when the company embarked on a bus substitution program, the mileage had increased to 21.0, with 3.3 miles of private right of-way used in summer only to reach a company-owned amusement park. At that time 17 cars maintained the regular schedule on the four routes.

By 1933 bus conversion had been completed. Twelve cars were sold to other properties (see WCF&NRy), and the balance were scrapped or the bodies sold for use as tourist cabins.

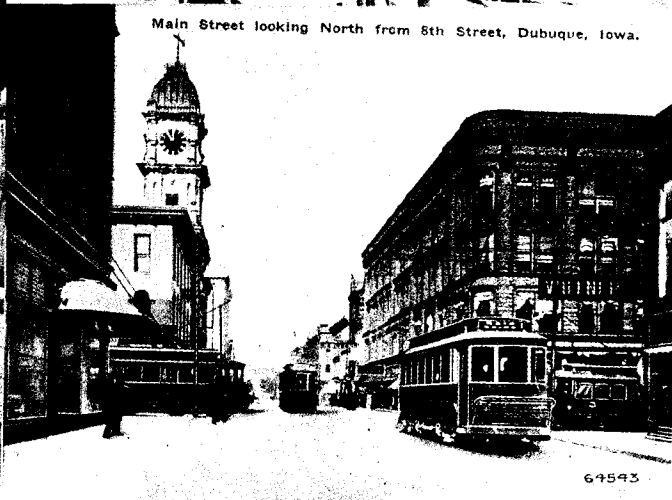
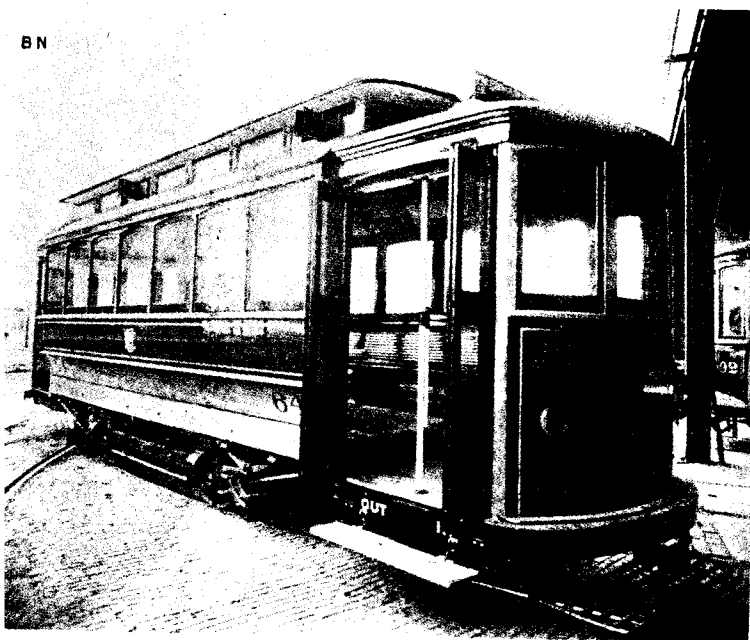
Dubuque is one of those Mississippi River bluff towns, with the business section and part of the residential area separated from the remainder of town by a steep hill. While street cars and roads managed this climb by utilizing indirect routes, there was a direct shortcut public transit facility built. This is the Fenelon Place Elevator, an inclined plane counterbalance railway, with two cars interconnected by cable.

This railway of only a few hundred feet length has managed to survive the street railway here.

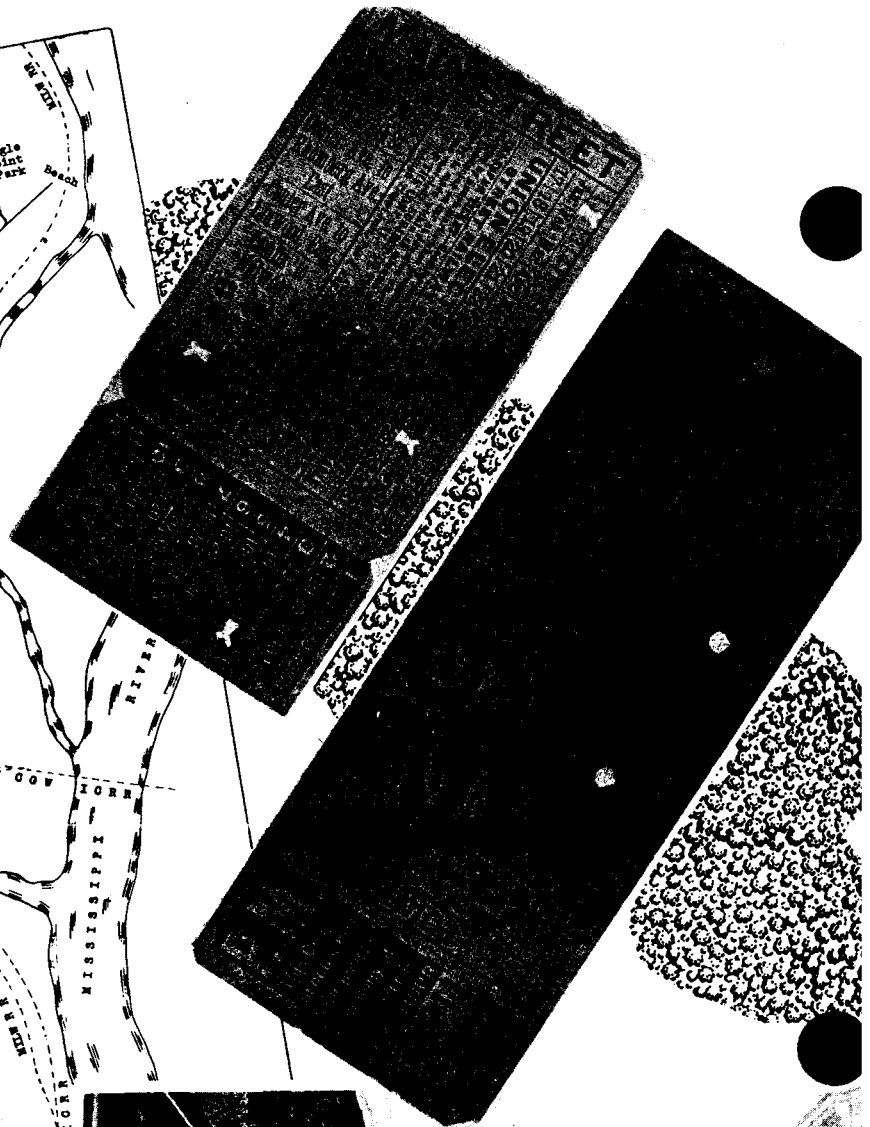
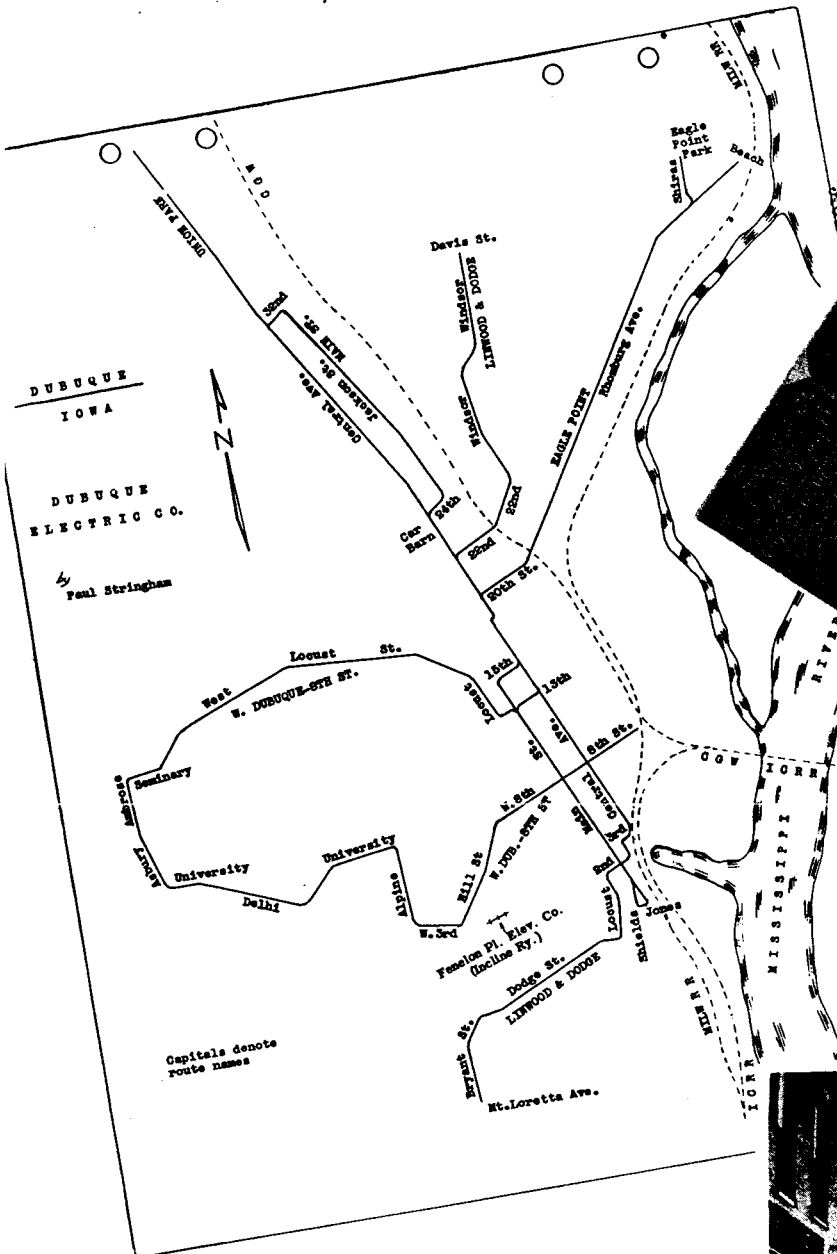
BN



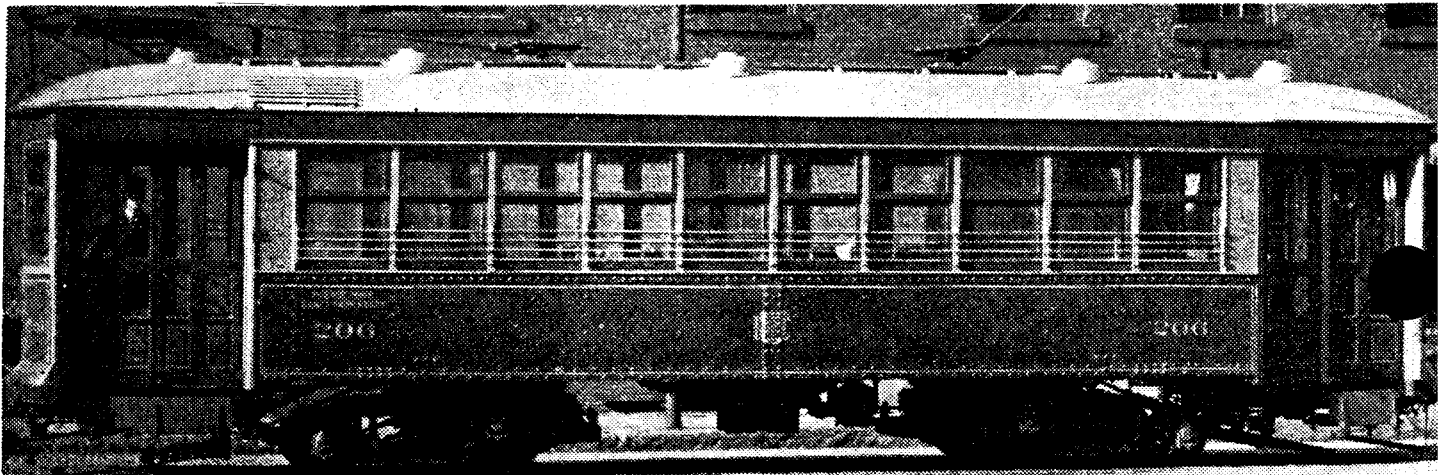
Main Street looking North from 8th Street, Dubuque, Iowa.



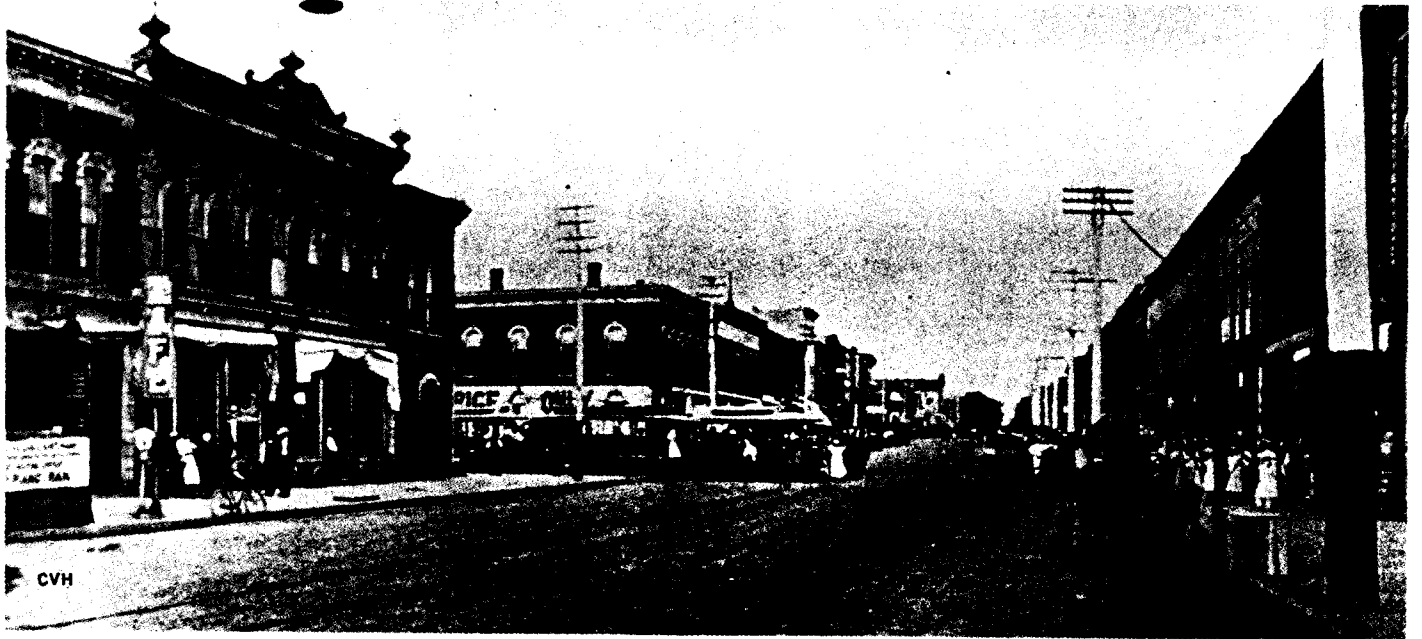
64593



After the Interstate Power Company, final car operator in Dubuque, discontinued rail service, some of the 200s went to Waterloo.







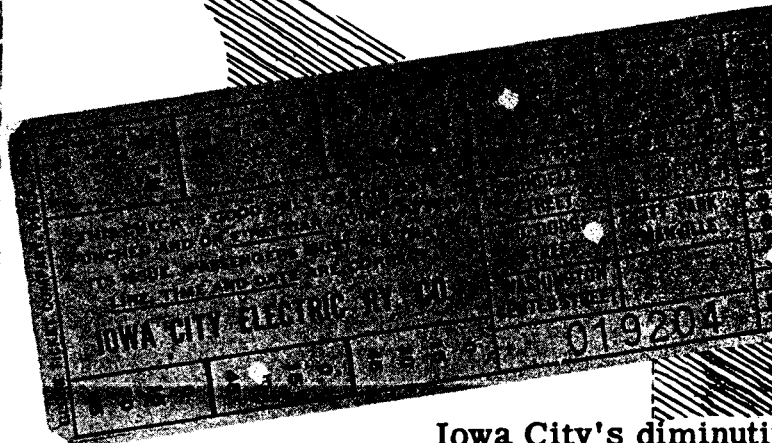
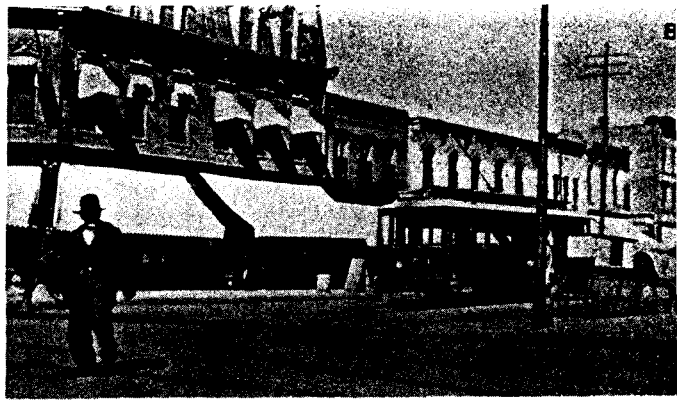
#### INDEPENDENCE:

In the early 1890s, a Mr. Charles W. Williams built a hotel in the town of Independence and a trolley line to connect the hotel with the Illinois Central Railroad depot and a race track which was the main attraction offered by Independence to visitors. The trolley line, which cost \$40,000, began operating in the spring of 1892. It advertised 14 miles for 10¢, altho it is not clear at this date how many trips this required.

Equipment consisted of 3 closed passenger motor cars and 2 trailers, all single-truck.

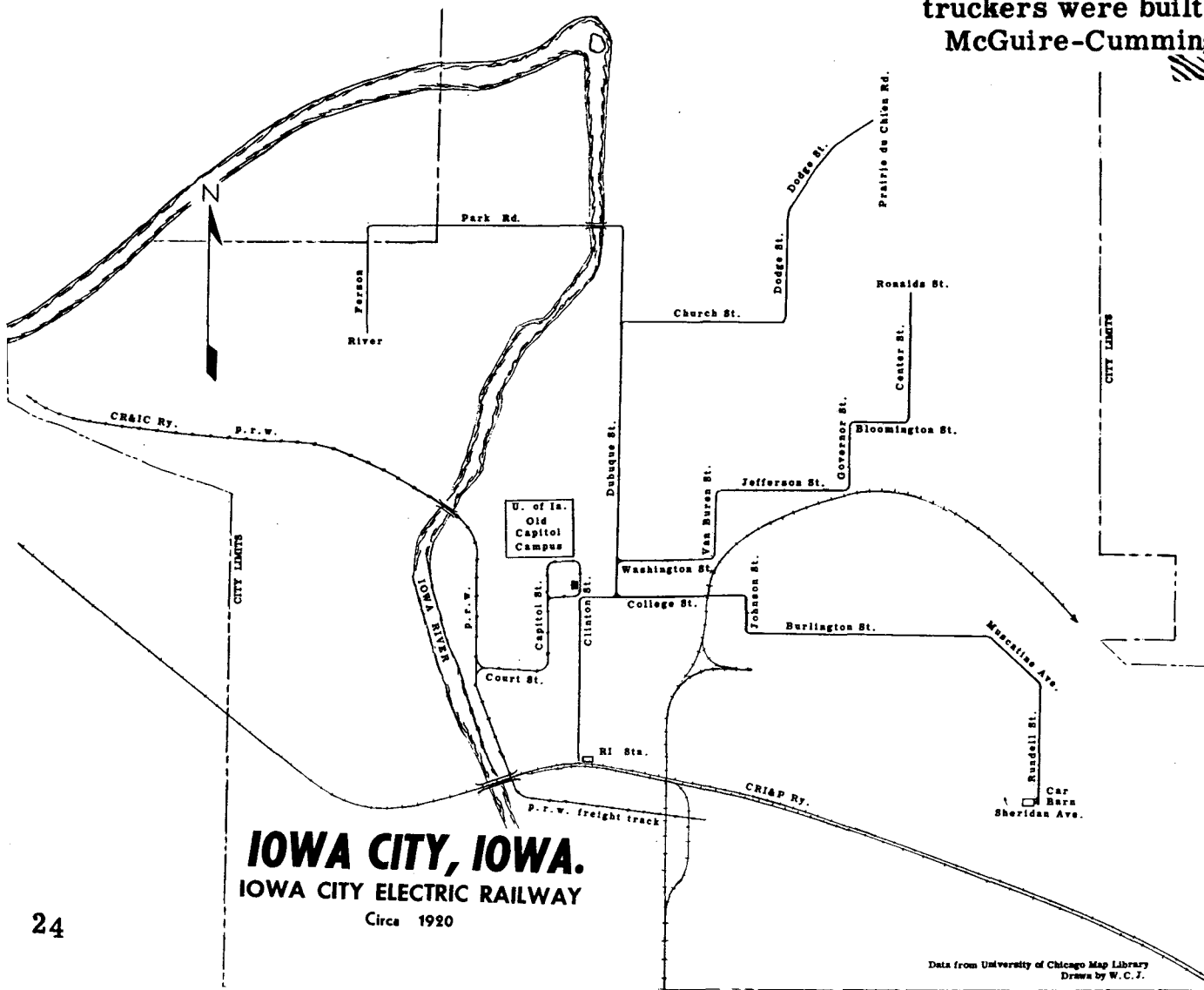
With so small a population (even in 1950 the town boasts less than 5,000 people) it was small wonder that financial troubles beset the street railway at an early date. The panic of 1893 hit it hard and operations were suspended in 1902-1903 after attempting municipal subsidy.





GK

Iowa City's diminutive  
trucks were built  
McGuire-Cummin



**IOWA CITY, IOWA.**  
IOWA CITY ELECTRIC RAILWAY  
Circa 1920

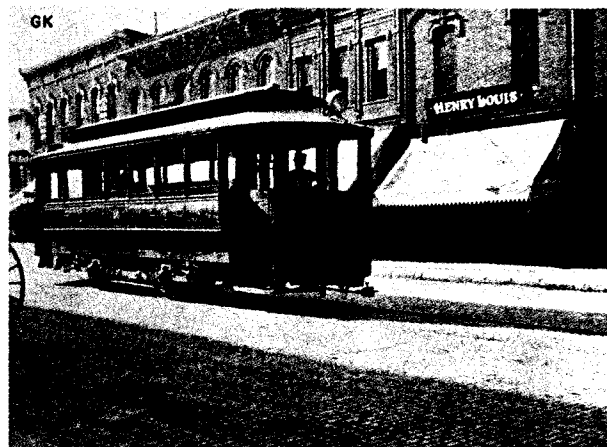
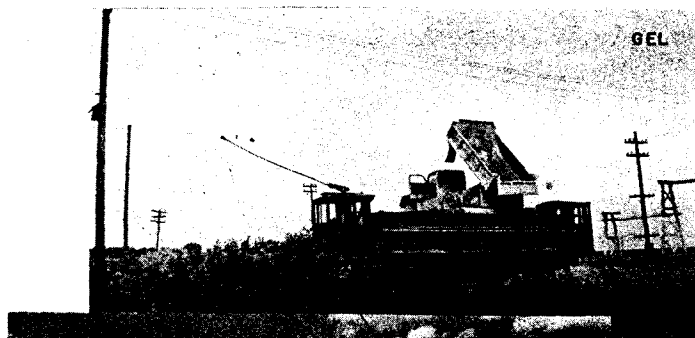
Data from University of Chicago Map Library  
Drawn by W. C. J.

**MASON CITY BRICK COMPANY:**

At Mason City there is now in operation an industrial electric railway having a length of about 3½ miles. Clay is dumped into dump cars, built by the Differential Dump Car Company, by trucks. The clay is then taken by rail to an unloading building, where it is dumped into grinders.

The entire line of the Mason City Brick & Tile Company is single track, with no passing sidings. The equipment consists of three motored dump cars built new for MCB&T. Altho the line has track connections with the Milwaukee Road and with the Mason City & Clear Lake Railway, no interline switching is performed with the dump cars. Trolley voltage is 600 DC.

---Gordon E. Lloyd.

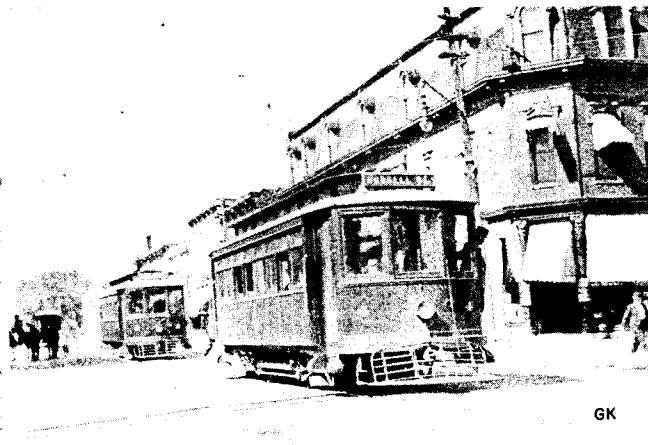
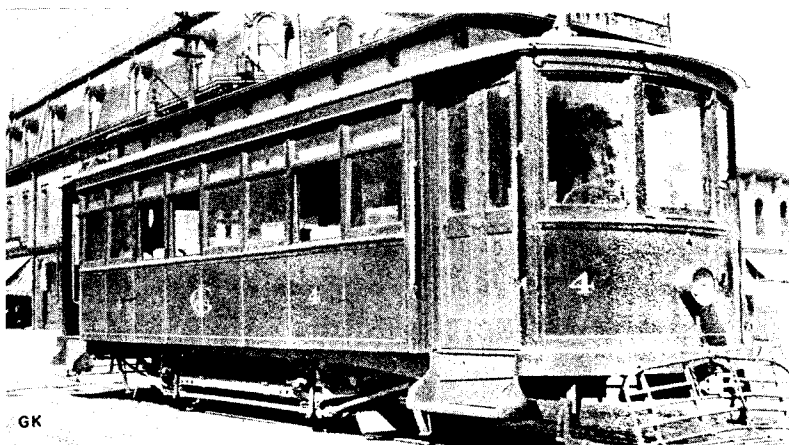


**IOWA CITY:**

The Iowa City Electric Railway was organized in 1908 to build a street railway in that town. Construction began in 1910 and service was started on November 17th of that year. Five cars ran on the 6.1 miles of track.

In 1913 the name was changed to Mississippi Valley Electric Company and the owners expanded into the power business. In 1914 the street railway changed over to 100% one-man cars. It remained profitable well into the 1920s, thanks in no small way to the traffic provided by students at the State University of Iowa. The company was independent of the Cedar Rapids interurban.

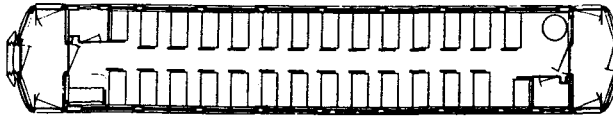
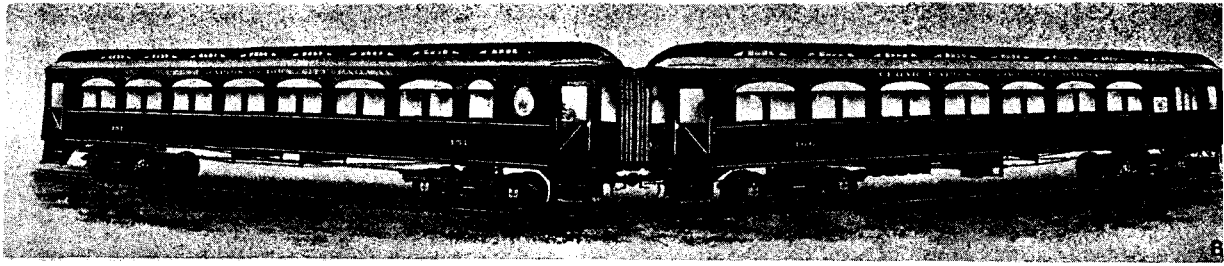
Abandonment occurred in the late 1920s.



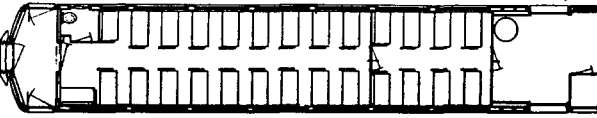








Drawing No. 426—Plan of "Double End" Trailer Coach



Drawing No. 427 - Plan of "Single End" Combination Motor Car

**CEDAR RAPIDS-IOWA CITY -LISBON:**

A well-built electric railroad for passenger and freight service was opened between Cedar Rapids and Iowa City on August 13, 1904. Beginning its operating line as the Cedar Rapids & Iowa City Railway & Light Company, the name was later shortened to Cedar Rapids & Iowa City Railway, but thruout it has been better known as "Crandic", from its initials.

Altho the country is rolling, there were no unusually difficult engineering problems, the toughest construction jobs being the bridges over the Cedar and Iowa Rivers.

In 1914 the company opened a 15-mile branch line eastward from Cedar Rapids to Mt. Vernon, the first step of a projected line to Davenport. Two additional miles brought the line to its ultimate eastern terminal of Lisbon. This line was again well built, with 70-lb rail and catenary trolley. Conversion of the two interurban routes to 1200 volts was being seriously considered, and the Mt. Vernon line was insulated for that pressure from the first, altho it actually used the 600-volt system. Two new steel cars were bought at this time and were assigned to the Iowa City line to relieve older wooden cars for use on the Lisbon run.

The Crandic was part of the Iowa Railway & Light system, which ran street railways in Boone, Marshalltown and Toledo (Iowa). Crandic itself operated street railway lines in Cedar Rapids independently of those operated by the Cedar Rapids & Marion City Railway, with which it had no affiliation.

In 1928 the Mt. Vernon-Lisbon branch was abandoned and in the mid-1930s the city service in Cedar Rapids was discontinued. Passenger service was trimmed to just a few trains each way daily on the Iowa City main during the nadir of the depression.

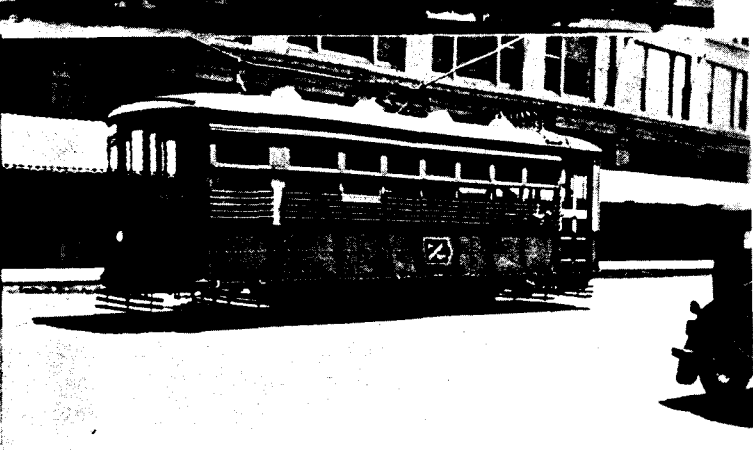
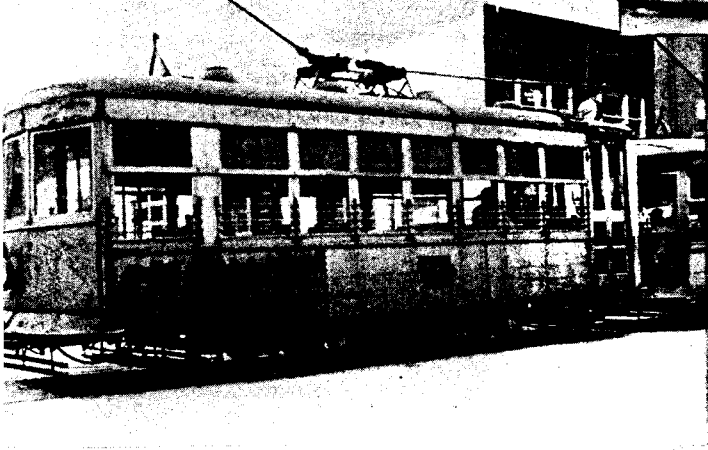
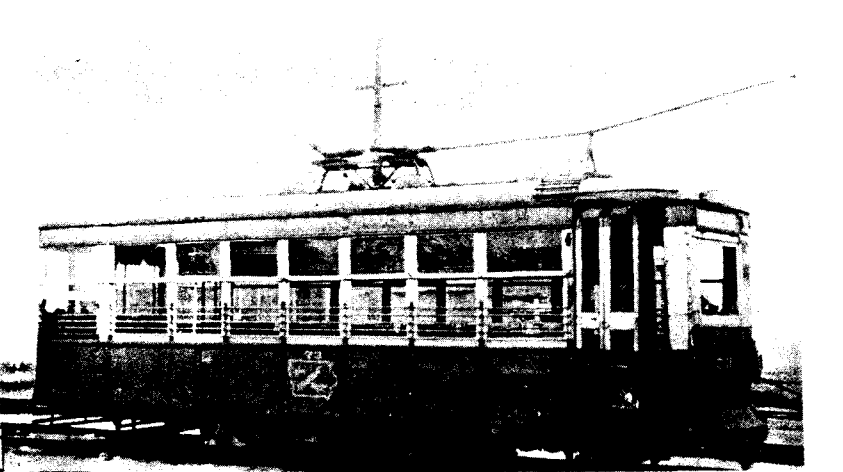
Crandic's versatile master mechanic of more than thirty years was John Munson, who furnished

from his memory much of the accompanying rter data. He devised many novel features which kept Crandic just a step ahead of many large properties. There was the ingenious trolley switch which practically eliminated depoleme at turnouts and permitted the unusual Crandic practice of backing into sidings without requiring anyone to hold the trolley rope. There was also the folding step and front loading arrangement. The step idea was closely copied on many streamlined trains years later. Munson's successor Bill Schneider, has kept Crandic's tradition of progressiveness thruout a trying period of rechange.

In 1939 Crandic moved to modernize its passenger service with the acquisition of one ex-Cincinnati Railroad and 6 former Cincinnati & Le Erie Railroad lightweight cars. Originally, or man cars, these were operated on Crandic two-man units. With them Crandic handled record wartime loads: 500,000 passengers in peak year.

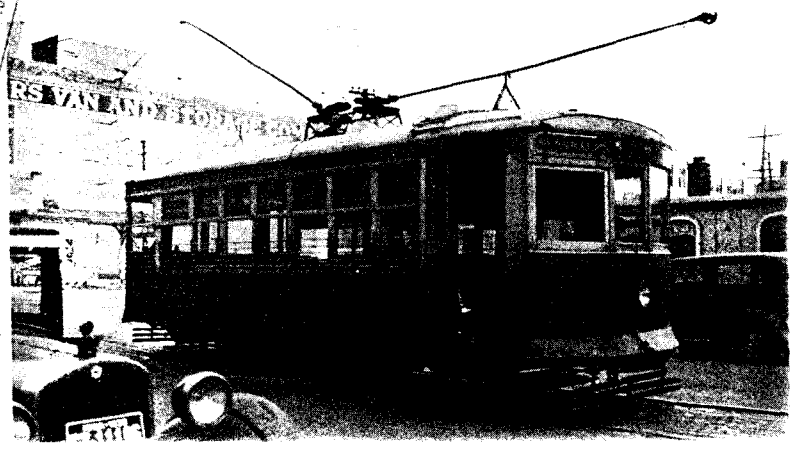
Moving steadily thru the second-hand tract equipment market, Crandic picked up 50-ton and 70-ton interurban locomotives to swell its freight handling fleet as industrial activity gained momentum in the region.

But the end of the second World War brought more rapid change than ever to Crandic. Passenger travel on 28-mile rural trips became a field of the private auto for sure. Urban traffic congestion and suburban population density were not factors in Crandic's picture. In 1953 passengers handled had declined to 188,000. Trips were cut to two daily, then finally, 10:25 AM, May 30, 1953, train 3 left Iowa City to make the final passenger trip. Later the same year diesel locomotives took over the freight operation, trolley wires were dismantled and Crandic's history as an electric railway car to a conclusion.

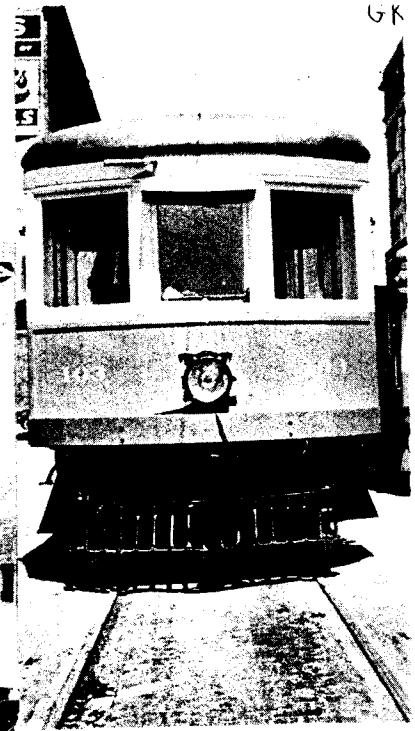
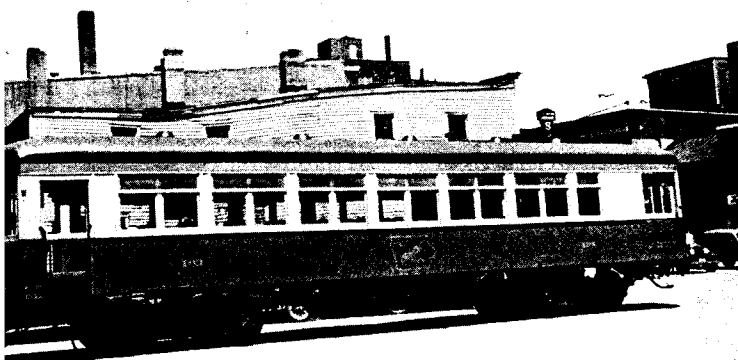


All: Credit BN

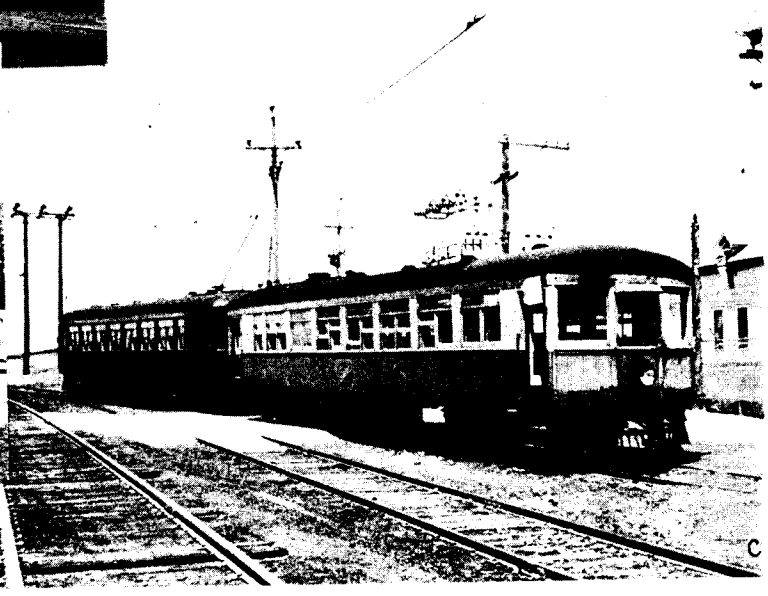
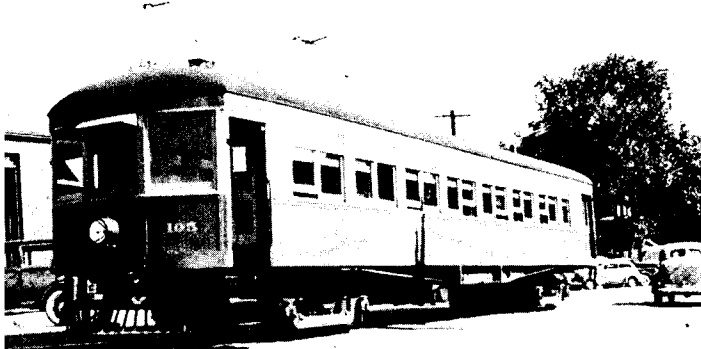
City operation in Cedar Rapids was carried on independently of the Cedar Rapids & Marion City Railway. The two-man 60-class were replaced by Birneys. Transfers were exchanged with the larger city company.







Heavy cars 102 to 106, modernized about 1928, were far ahead of their time in features of design. Excellent forward observation, safe front-loading and attractive interior appointments (note indirect lighting) were offered.



RAPIDS IOWA  
GOING COUPON  
IOWA CITY  
-TO-  
CEDAR RAPIDS  
GOOD ONLY ON DATE OF SALE  
VOID IF DETACHED  
C-62

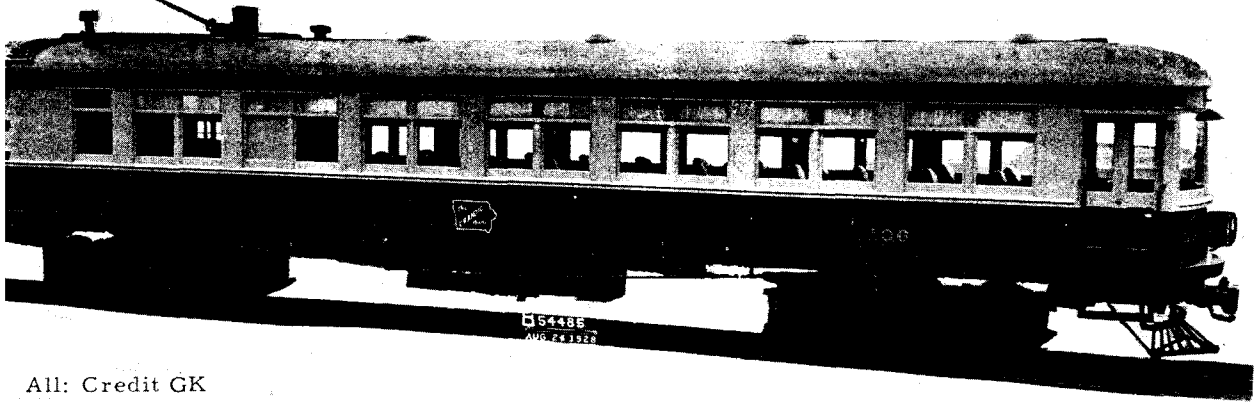
CEDAR RAPIDS IOWA  
RETURNING COUPON  
CEDAR RAPIDS  
-TO-  
IOWA CITY  
Good only Thirty  
(30) Days from Date  
of Sale.  
Form C-62  
Marvin V. Light  
United Traffic Manager.

66 39 66 39

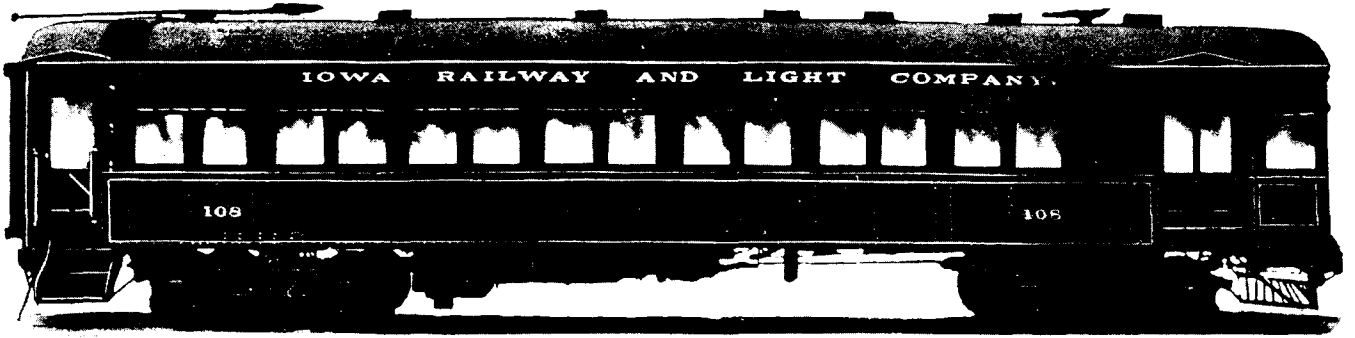
ROSTER OF EQUIPMENT---CEDAR RAPIDS & IOWA CITY RAILWAY

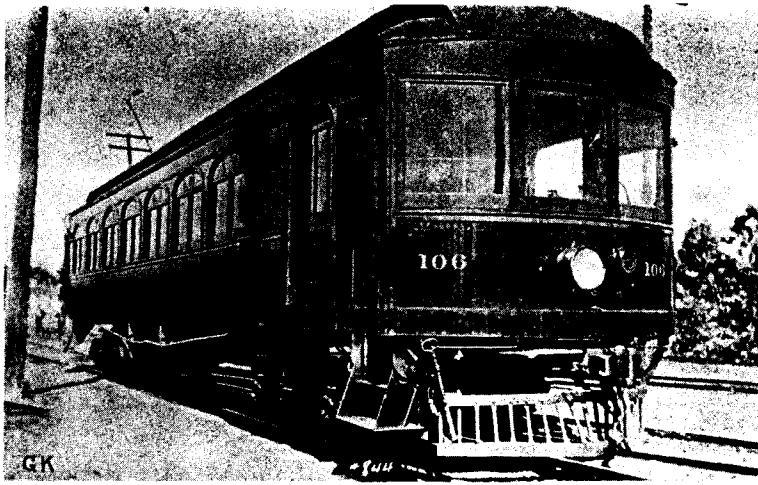
| CAR NUMBER                                                                                                                                      | BUILDER          | DATE BUILT | TRUCKS       | MOTORS   | CONTROL         | WEIGHT      | CAPACITY | LENGTH OVERALL | WIDTH OVERALL | HEIGHT OVER ROOF | RENUMBERING     | RETIRED | REMARKS                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------|------------------|------------|--------------|----------|-----------------|-------------|----------|----------------|---------------|------------------|-----------------|---------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>INTERURBAN PASSENGER</b>                                                                                                                     |                  |            |              |          |                 |             |          |                |               |                  |                 |         |                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 101-104                                                                                                                                         | Stephenson       | 04         | Peckham      | 4-       | K-34            | 65,000      | 50       |                |               |                  | 1910            | 405     | DRUM BRAES REPLACED BY HCB COUPLERS & AUTOMATIC AIR BRKED.                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                                                                                                                                 |                  |            |              |          |                 |             |          |                |               |                  | 1941-15         |         | INSTALLED BALDWIN TRUCKS SEE 206 MOTORS & TIRES IN CONTROL. WASHINGTON, MO. 1900.                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                                                                                                                                 |                  |            |              |          |                 |             |          |                |               |                  | 1928 (107, 708) |         | BODY & INTERIOR MODERNIZED AT AMERICAN CAR CO. ARCH. ROOF REAR PASSENGER FRONT ENTRANCE BUCKETS REAR PASSENGER FRONT CAR IS DESTROYED IN COLLISION WITH LOGO CAR. PURCHASED 2ND HAND IN OHIO. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 105 (up)                                                                                                                                        | Jewett           |            |              |          |                 |             |          |                |               |                  | 1918            | 405     | WRECKED IN 1915. REBUILT INTO #122. REBUILT FROM #151.                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 105 (up)                                                                                                                                        | Niles            | 09         | Baldwin      | 4-6E205  | M               | 80,000      | 54       | 58'-6"         | 9'-10"        | 13'-0 3/4"       | 1918            | 405     | CARS 107-106 REBUILT AFTER CAR CO. ARCH. 1900. REAR PASSENGER FRONT ENTRANCE BUCKETS REAR PASSENGER FRONT CAR IS DESTROYED IN COLLISION WITH LOGO CAR. PURCHASED 2ND HAND IN OHIO.            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 106                                                                                                                                             | "                | "          | "            | 4-W1120  | M               | 80,000      | 54       | 58'-6"         | "             | "                | 1928            | "       | CARS 107-106 REBUILT AFTER CAR CO. ARCH. 1900. REAR PASSENGER FRONT ENTRANCE BUCKETS REAR PASSENGER FRONT CAR IS DESTROYED IN COLLISION WITH LOGO CAR. PURCHASED 2ND HAND IN OHIO.            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 107-108                                                                                                                                         | McGuire Cummings | 14         | McG-C        | 4-6E205  | M               | 93,000      | 60       | 60'-0"         | (Steel body)  |                  |                 |         | 1920                                                                                                                                                                                          | 107 DESTROYED IN COLLISION WITH 52.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 109                                                                                                                                             | Cincinnati       | 08         | "            | 4-6E204  | M               | 80,000      | 50       | 53'-3"         | 8'-6"         |                  |                 |         | 1928                                                                                                                                                                                          | 405 REBUILT FROM 108 TO REPLACE 108.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 118-119                                                                                                                                         | "                | 30         | Line. 74D    | 4-6E204  | PC-10           | 48,300      | 40       | 44'-3"         | 8'-10"        | 10'-9"           | 1939            | 54      | FORBIDDEN TO OPERATE IN IOWA. R.R. TO ILL. R.R. BY ILL. JUST. DEC.                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 120                                                                                                                                             | Pullman          | 31         | Commonwealth | "        | HLF             | 51,000      | "        | 46'-0"         | 8'-9"         | 11'-1"           | 1942            | "       | FORBIDDEN TO OPERATE IN IOWA. R.R. TO ILL. R.R. BY ILL. JUST. DEC.                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 151                                                                                                                                             | Niles            | 09         | Baldwin      | Trail    | "               | "           | "        | 57'-8"         | "             | "                | 1918            | -       | REBUILT TO 105 (60).                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 152                                                                                                                                             | Jewett           |            |              |          |                 |             |          |                |               |                  |                 | 305     | REBUILT FROM 105 (107)                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 153-154                                                                                                                                         | Stephenson       | 04         | Baldwin      | "        | "               | "           | 50       |                |               |                  |                 | 1928    | 305 REBUILT FROM 101 & 104 WHEN MR. VERNON LINE ABANDONED.                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 61, 63, 63                                                                                                                                      | Cincinnati       | 08         | "            | 4-6E204A | M               | 80,000      | 50       | 53'-3"         | 8'-6"         | 12'-6"           |                 |         | 305                                                                                                                                                                                           | ACQUIRED FROM SOUTHERN NEW YORK R.R. 10.10.11.116.117.118.119.120.121.122.123.124.125.126.127.128.129.130.131.132.133.134.135.136.137.138.139.140.141.142.143.144.145.146.147.148.149.150.151.152.153.154.155.156.157.158.159.160.161.162.163.164.165.166.167.168.169.170.171.172.173.174.175.176.177.178.179.180.181.182.183.184.185.186.187.188.189.190.191.192.193.194.195.196.197.198.199.200.201.202.203.204.205.206.207.208.209.210.211.212.213.214.215.216.217.218.219.220.221.222.223.224.225.226.227.228.229.230.231.232.233.234.235.236.237.238.239.240.241.242.243.244.245.246.247.248.249.250.251.252.253.254.255.256.257.258.259.260.261.262.263.264.265.266.267.268.269.270.271.272.273.274.275.276.277.278.279.280.281.282.283.284.285.286.287.288.289.290.291.292.293.294.295.296.297.298.299.300.301.302.303.304.305.306.307.308.309.310.311.312.313.314.315.316.317.318.319.320.321.322.323.324.325.326.327.328.329.330.331.332.333.334.335.336.337.338.339.340.341.342.343.344.345.346.347.348.349.350.351.352.353.354.355.356.357.358.359.360.361.362.363.364.365.366.367.368.369.370.371.372.373.374.375.376.377.378.379.380.381.382.383.384.385.386.387.388.389.390.391.392.393.394.395.396.397.398.399.400.401.402.403.404.405.406.407.408.409.410.411.412.413.414.415.416.417.418.419.420.421.422.423.424.425.426.427.428.429.430.431.432.433.434.435.436.437.438.439.440.441.442.443.444.445.446.447.448.449.450.451.452.453.454.455.456.457.458.459.460.461.462.463.464.465.466.467.468.469.470.471.472.473.474.475.476.477.478.479.480.481.482.483.484.485.486.487.488.489.490.491.492.493.494.495.496.497.498.499.500.501.502.503.504.505.506.507.508.509.510.511.512.513.514.515.516.517.518.519.520.521.522.523.524.525.526.527.528.529.530.531.532.533.534.535.536.537.538.539.540.541.542.543.544.545.546.547.548.549.550.551.552.553.554.555.556.557.558.559.560.561.562.563.564.565.566.567.568.569.570.571.572.573.574.575.576.577.578.579.580.581.582.583.584.585.586.587.588.589.590.591.592.593.594.595.596.597.598.599.600.601.602.603.604.605.606.607.608.609.610.611.612.613.614.615.616.617.618.619.620.621.622.623.624.625.626.627.628.629.630.631.632.633.634.635.636.637.638.639.640.641.642.643.644.645.646.647.648.649.650.651.652.653.654.655.656.657.658.659.660.661.662.663.664.665.666.667.668.669.670.671.672.673.674.675.676.677.678.679.680.681.682.683.684.685.686.687.688.689.690.691.692.693.694.695.696.697.698.699.700.701.702.703.704.705.706.707.708.709.710.711.712.713.714.715.716.717.718.719.720.721.722.723.724.725.726.727.728.729.730.731.732.733.734.735.736.737.738.739.740.741.742.743.744.745.746.747.748.749.750.751.752.753.754.755.756.757.758.759.760.761.762.763.764.765.766.767.768.769.770.771.772.773.774.775.776.777.778.779.780.781.782.783.784.785.786.787.788.789.790.791.792.793.794.795.796.797.798.799.800.801.802.803.804.805.806.807.808.809.810.811.812.813.814.815.816.817.818.819.820.821.822.823.824.825.826.827.828.829.830.831.832.833.834.835.836.837.838.839.840.841.842.843.844.845.846.847.848.849.850.851.852.853.854.855.856.857.858.859.860.861.862.863.864.865.866.867.868.869.870.871.872.873.874.875.876.877.878.879.880.881.882.883.884.885.886.887.888.889.890.891.892.893.894.895.896.897.898.899.900.901.902.903.904.905.906.907.908.909.910.911.912.913.914.915.916.917.918.919.920.921.922.923.924.925.926.927.928.929.930.931.932.933.934.935.936.937.938.939.940.941.942.943.944.945.946.947.948.949.950.951.952.953.954.955.956.957.958.959.960.961.962.963.964.965.966.967.968.969.970.971.972.973.974.975.976.977.978.979.980.981.982.983.984.985.986.987.988.989.990.991.992.993.994.995.996.997.998.999.1000. |
| 162, 163, 164                                                                                                                                   | "                | "          | "            | "        | "               | "           | "        | "              | "             | "                |                 |         | 305                                                                                                                                                                                           | REBUILT FROM 109, 104 TO 78. 103 SERA BRED.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>FREIGHT &amp; EXPRESS MOTOR</b>                                                                                                              |                  |            |              |          |                 |             |          |                |               |                  |                 |         |                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 1                                                                                                                                               | Brown Mfg        | 04         |              |          |                 |             |          |                |               |                  |                 |         | -                                                                                                                                                                                             | STEEL CAB LOGO, RENUMBERED 75.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 50                                                                                                                                              | Stephenson       | 04         | Peckham      | 4-       | M               |             |          |                |               |                  |                 | 1205    | 59                                                                                                                                                                                            | ADDED GADGETS SO CAR COULD BE CONTROLLED FROM 1ST HAND CAB DOOR WHEN SWITCHING BOX MOTOR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 51                                                                                                                                              | St. Louis        | 15         | Bldwn Loco   | 4-6E257  | M               | 80,000      |          |                |               |                  |                 |         | 40                                                                                                                                                                                            | LOGO REBUILT FROM GAS FREE. PURCHASED 2ND HAND DESTROYED COLLISION WITH 107. MOTORS WERE THEN PUT INTO #75.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 52                                                                                                                                              | "                | "          | "            | 4-6E55   | M               | 100,000     |          |                |               |                  |                 | 1920    | 50                                                                                                                                                                                            | LOGO REBUILT FROM GAS FREE. PURCHASED 2ND HAND DESTROYED COLLISION WITH 107. MOTORS WERE THEN PUT INTO #75.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>OTHER LOCOMOTIVES:</b>                                                                                                                       |                  |            |              |          |                 |             |          |                |               |                  |                 |         |                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 53                                                                                                                                              | Grandic          | 23         | McG-C        | 4-W5125  | HLF             | "           | "        | 39'-2"         | 9'-0"         | 12'-7"           |                 |         | 54                                                                                                                                                                                            | TRUCKS FROM #07, SOLD 1923 TO IOWA E. RAIL. AT CEDAR RAPIDS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 54                                                                                                                                              | PSEB?            | 27         | Baldwin      | " 85     | "               | "           | "        | 44'-8"         | "             | 11'-8"           |                 |         | "                                                                                                                                                                                             | ACQUIRED PARTIALLY COMPLETED BODY & EQUIP'T. COMPLETED AT GRANDIC SHOP.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 55                                                                                                                                              | Dahlb.           | 26         | Std C-60-P   | " 13     | "               | "           | "        | 34'-10"        | 8'-4"         | 12'-2"           |                 |         | "                                                                                                                                                                                             | ACQUIRED FROM EASTERN MICH. RR. 1886. EX. 1005. #2009.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 56                                                                                                                                              | Brown Mfg        | 19         | Bldwn Loco   | " D5     | "               | 120,000     |          | 37'-0"         | 9'-9"         | 12'-0"           |                 |         | "                                                                                                                                                                                             | ACQ'D 1940. EX-NORTHWEST ORLA. RR. 21. SOLD 1941 TO IOWA CITY RAILWAY & IN 1905.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 57                                                                                                                                              | "                | 21         | "            | " D5     | "               | "           | "        | "              | "             | "                |                 |         | "                                                                                                                                                                                             | ACQ'D 1941. EX-N. W. R.R. #118. W.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 58                                                                                                                                              | "                | 20         | "            | " D5     | "               | "           | "        | "              | "             | "                |                 |         | "                                                                                                                                                                                             | ACQ'D 1940. EX-WASHINGTON & OLD DOMINION RR. #50. SOLD 1946 TO KCMV & IN #507.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 72-73                                                                                                                                           | Oak. Ry.         | 29         | Std - C80    | " D5     | "               | 146,000     |          | 43'-3"         | 9'-9"         | 12'-6"           |                 |         | "                                                                                                                                                                                             | ACQ'D 1940. EX-WYON R.R. #203. 60% EX-CHICAGO RR. #101. 40% SOLD 1940 TO IOWA CITY RAILWAY. REBUILT FROM #1. USED AT IOWA R.R. PARK. CEDAR RAPIDS STATION.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 75                                                                                                                                              | Brown Mfg        | 04         |              | 4-N 56   | K-14            | 70,000      |          | 23'            |               |                  |                 | 1941    | 54                                                                                                                                                                                            | REBUILT FROM A PLAT CAR ON A SINGLE SUNDAY AFTERNOON.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 91-93                                                                                                                                           | Electromotive    | 54         | - Class      | SWB      | Diesel-electric | locomotives | now      | (1956)         |               |                  |                 |         | 17                                                                                                                                                                                            | IN SERVICE.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>LINE CARS:</b>                                                                                                                               |                  |            |              |          |                 |             |          |                |               |                  |                 |         |                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 77                                                                                                                                              |                  |            |              |          |                 |             |          |                |               |                  |                 |         | 305                                                                                                                                                                                           | REBUILT FROM STATE GAME COMMISSION CAR, 1905. OPEN BUILT 1915.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 78                                                                                                                                              | Onix             | 08         | Baldwin      | 4-6E204A | K-34            |             |          |                |               |                  |                 | 1930s   | 35                                                                                                                                                                                            | REBUILT FROM 164.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>EXPRESS TRAIL:</b>                                                                                                                           |                  |            |              |          |                 |             |          |                |               |                  |                 |         |                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 175-176                                                                                                                                         | McGuire Cummings |            |              | NONE     | NONE            |             |          | 36'-0"         | 9'-5"         | 12'-10"          |                 |         | 405                                                                                                                                                                                           | SCRAMBLE CAR FOR MOVEMENT OF TRUCKS, LOGS, ETC.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 177                                                                                                                                             | "                |            |              | "        | "               |             |          | (New 1000)     |               |                  |                 |         | "                                                                                                                                                                                             | ACQ'D FROM CHIC. & GREAT LAKES & PARTSMOUTH R.R. (19)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 178                                                                                                                                             | "                |            |              | "        | "               |             |          |                |               |                  |                 |         | "                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>CITY &amp; SUBURBAN:</b>                                                                                                                     |                  |            |              |          |                 |             |          |                |               |                  |                 |         |                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 60-60                                                                                                                                           | McGuire Cummings | 12         | McG-C        | 4-6E204  | 2-K35           | 45,000      | 40       | 44'-0"         | 8'-8"         | 12'-1"           |                 |         | 305                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 66-73                                                                                                                                           | Amman            | 20         | Brill 79E    | 2-W508A  | 2-K63           | 16,000      | 32       | 28'-0"         | 8'-0"         |                  |                 |         | "                                                                                                                                                                                             | BIRNEY CARS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 1001                                                                                                                                            | McGuire Cummings |            | McG-C SINGLE | 2-       | 2-K             |             |          |                |               |                  |                 |         |                                                                                                                                                                                               | SWEEPER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 1002                                                                                                                                            | "                |            | DOUBLE       | 4-       | 2-K             |             |          |                |               |                  |                 |         |                                                                                                                                                                                               | FLANGER-PLOW                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Above data from<br>John G. Munson<br>(Retired) MASTER MECHANIC<br>C. R. & I. C. RY. 1953<br>with additional notes by<br>James J. Buckley, MCEPA |                  |            |              |          |                 |             |          |                |               |                  |                 |         |                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |





All: Credit GK





Roller bearings and flopover front steps were being tested on car 106 at the time of this 1926 photo.

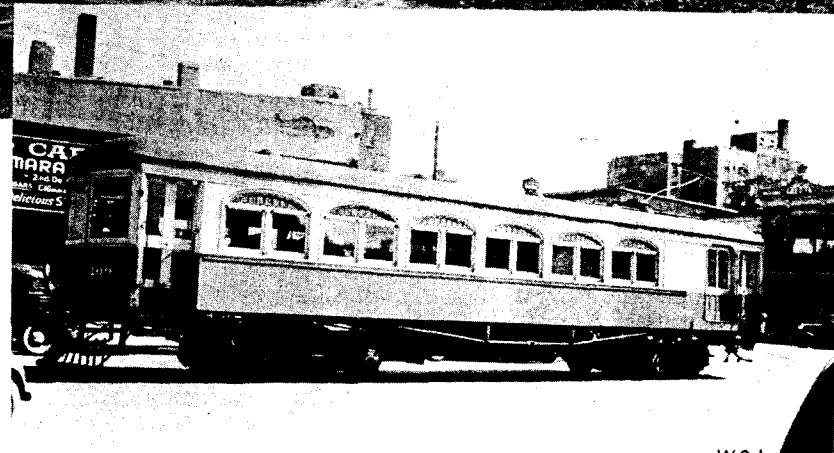
Crandic's heaviest cars were the u popular 107-108, regarded by as slow and sluggish.

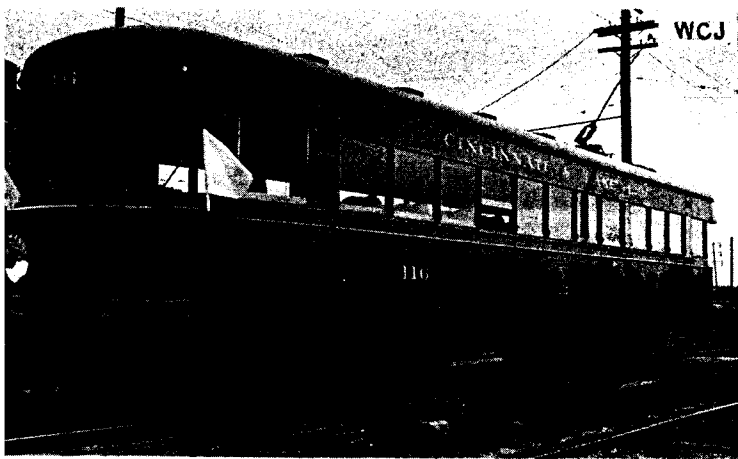


RVM

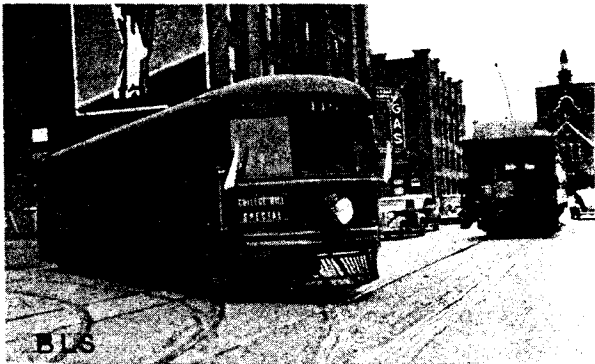


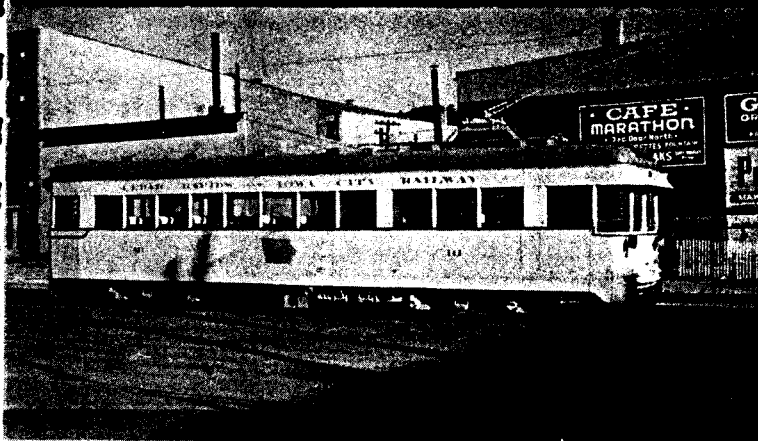
Last rebuilt of the heavies was ex-Southern New York Railway 162, which became 109. This car wound up its days with a postwar conversion to a linecar.



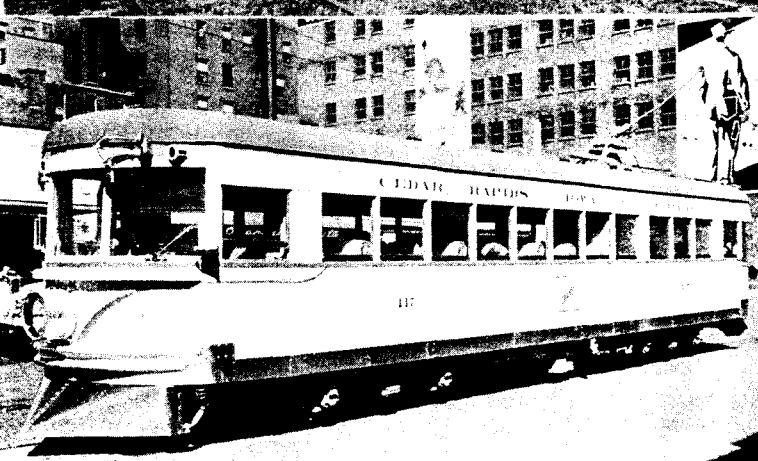
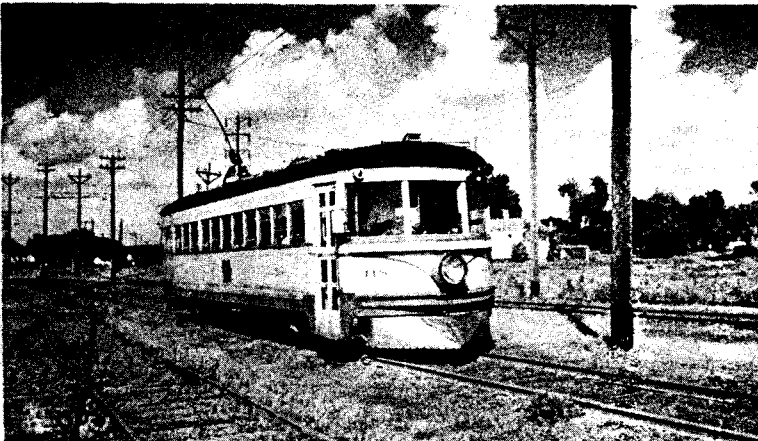


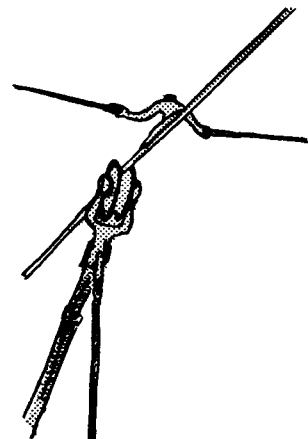
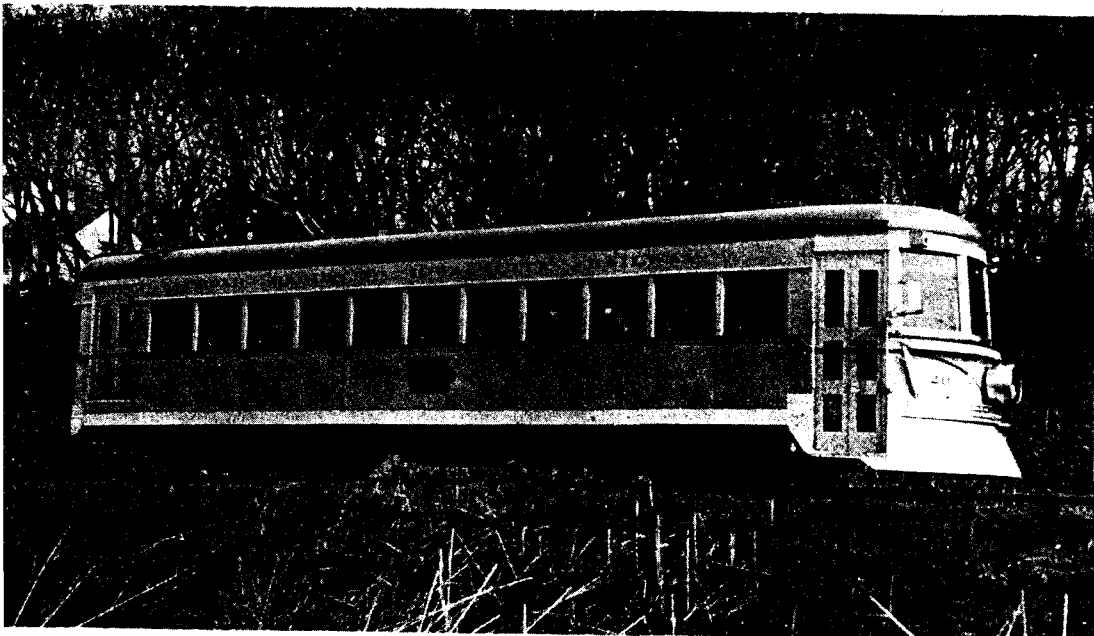
In May of 1939, Crandic hastily unpacked a freshly delivered C&LE car and allowed a CERA group to have the first "sneak preview" ride. Fitted out with the only appropriate destination sign in the C&LE roll, "College Hill", car 116 proved Crandic's judgment of the car market to be excellent.



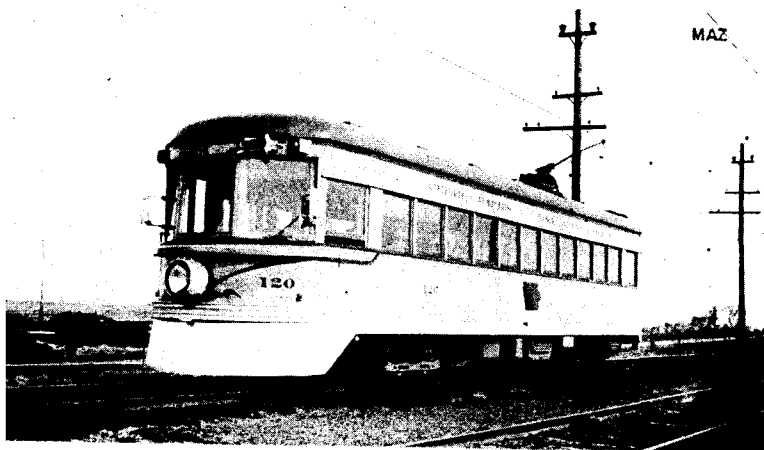
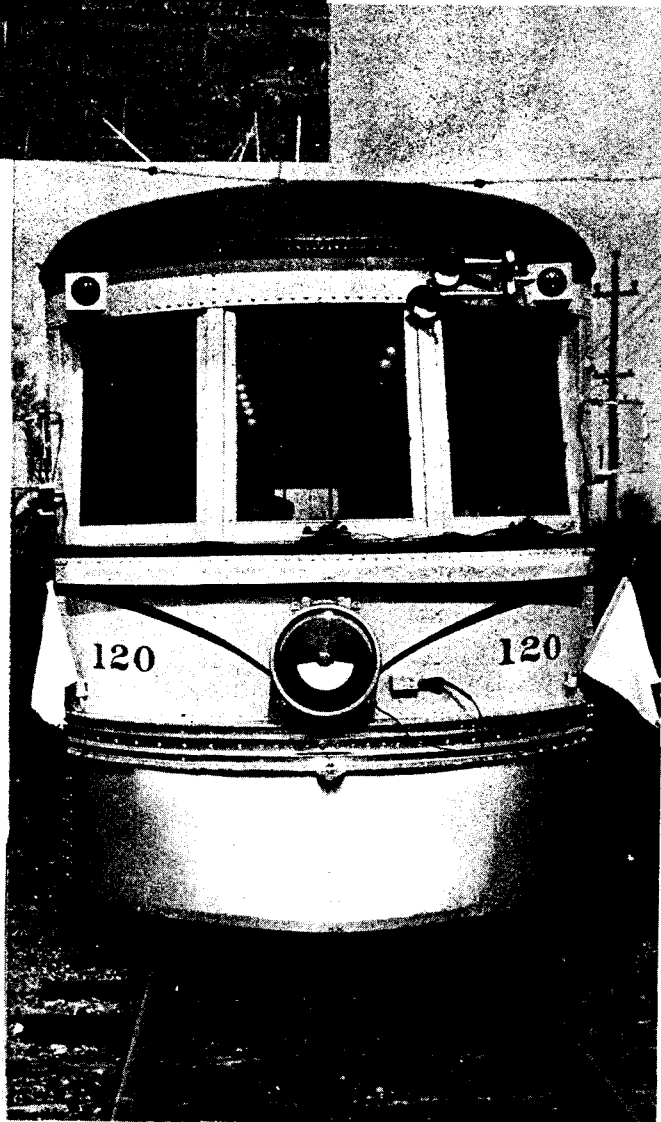


Six of these light-weight high-speed cars came from the Cincinnati & Lake Erie Railroad in 1939. Altho operated in Ohio as one-man units, these cars were handled by two-man crews on Crandic. During World War II, conductors were often hard pressed to find standing space in the jammed cars.

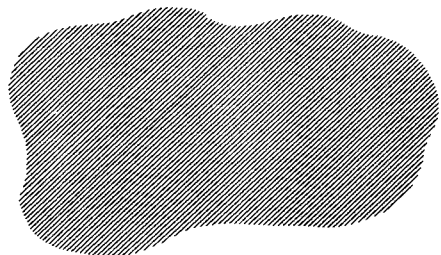
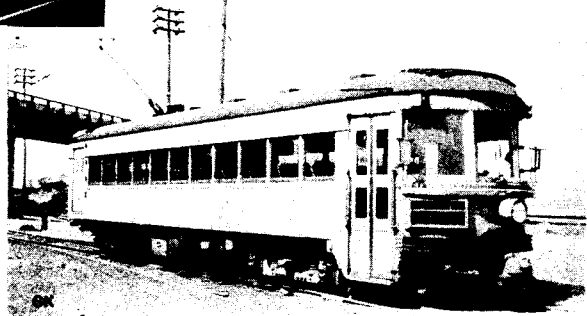




Crandic's best came last in the case of passenger car 120. Acquired in 1941 from the Public Service Company of Indiana, who were using it on the Indianapolis-Seymour franchise run, Indiana Railroad car 65 was regarded as the fastest and most comfortable of Crandic's lightweight fleet. This car is now in the Illinois Electric Railway museum at North Chicago, Illinois.



On arrival at Crandic shop, 1941



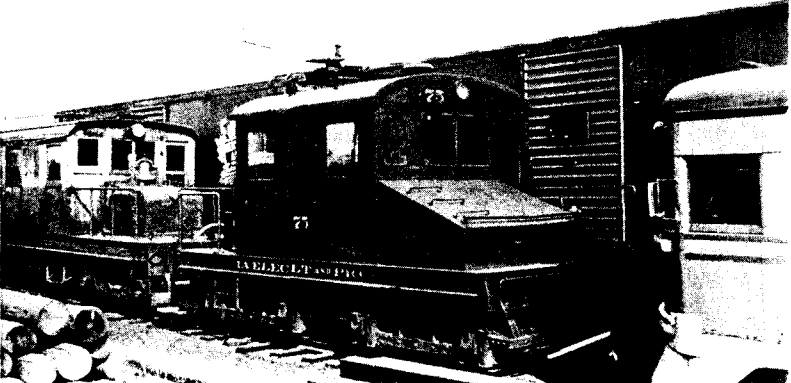
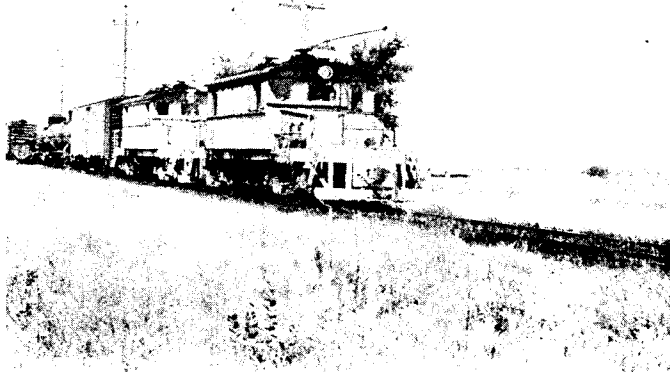
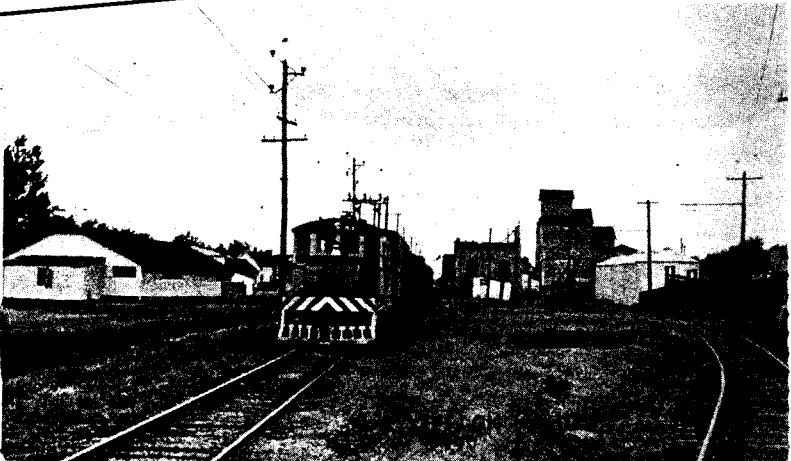
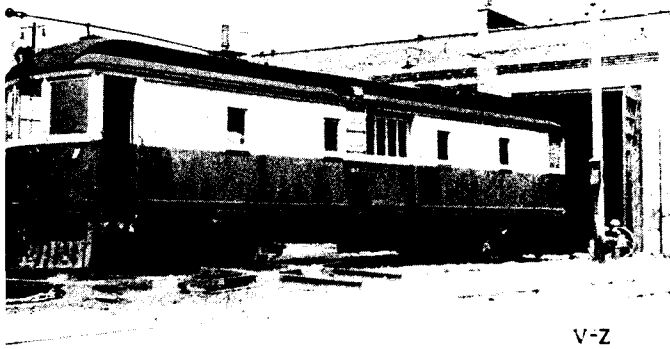
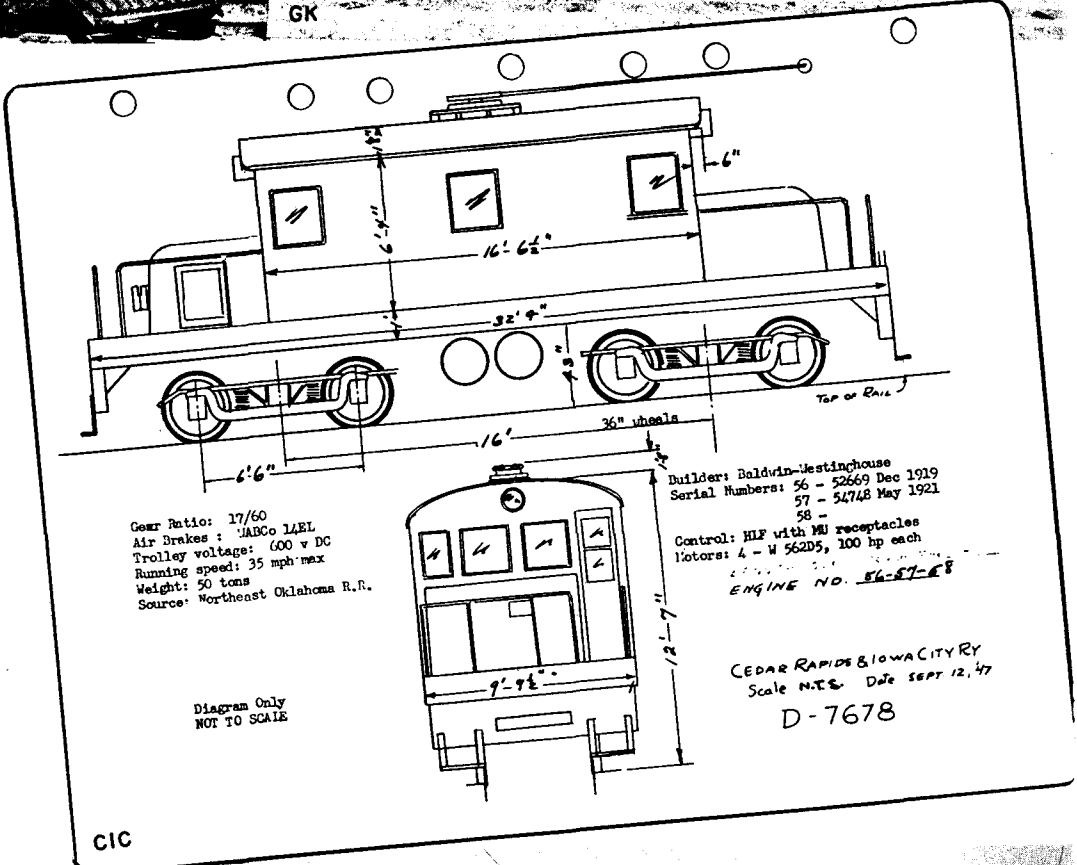






Grandic freight motive power gradually increased in size over the years from the eight Stephenson-built box motor (#50) up thru the 70-ton MU locomotives (#72-73) acquired from the Oklahoma Railway.

- shown on this page are:
- |       |       |
|-------|-------|
| 55    | 56    |
| 50    | 53    |
| 73-72 | 54-75 |



### CEDAR RAPIDS-MARION

On March 8, 1879 the Marion & Cedar Rapids Improvement Company was incorporated to build street railways in and between Cedar Rapids and Marion. In October the name was changed to Cedar Rapids & Marion Street Railway Company. The city operation in Cedar Rapids got into financial difficulty and was turned over to a separate Cedar Rapids Street Railway Company in 1899. Lines were built to cover more of Cedar Rapids; some were soon abandoned and the Marion line was again consolidated with the city operation in 1891. At that time equipment consisted of two steammotors, 3 trailers, 1 baggage car, 18 horse cars, 2 snow plows and 19 miscellaneous.

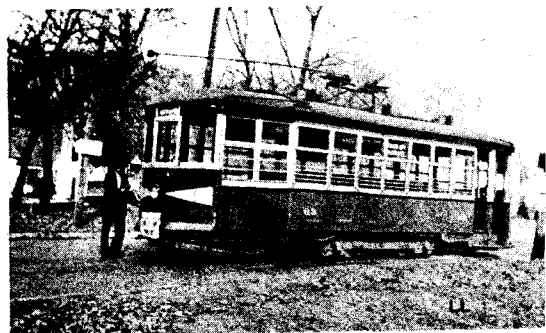
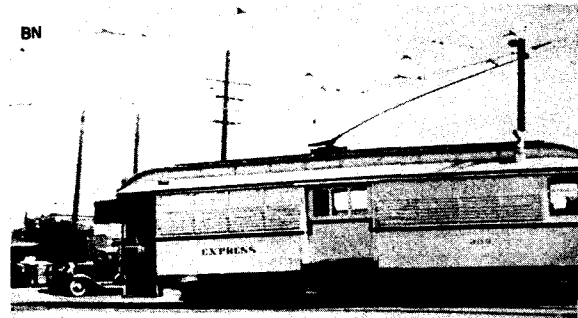
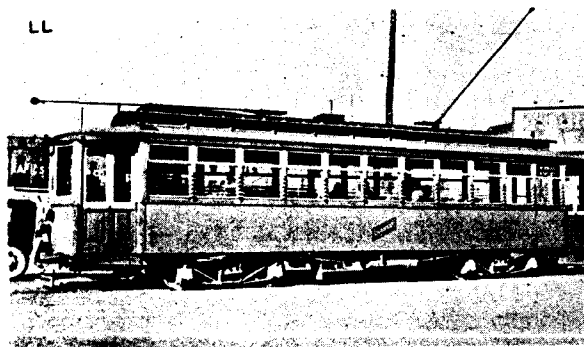
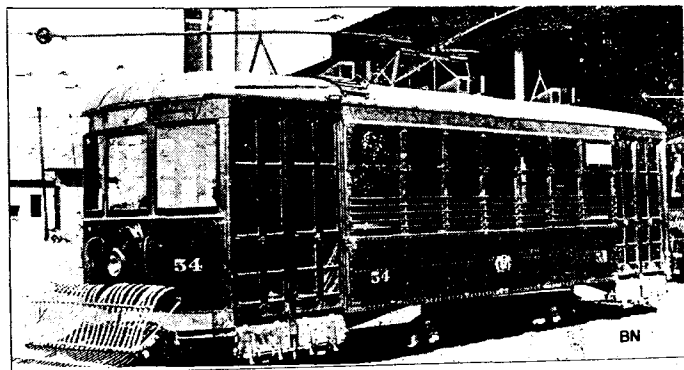
In 1892 a new company, the Cedar Rapids & Marion City Railway, took over and began electric railway operation with a 15-minute headway on city lines and a 20-minute headway on the Marion line, which had already developed so much population as to be really a suburban area.

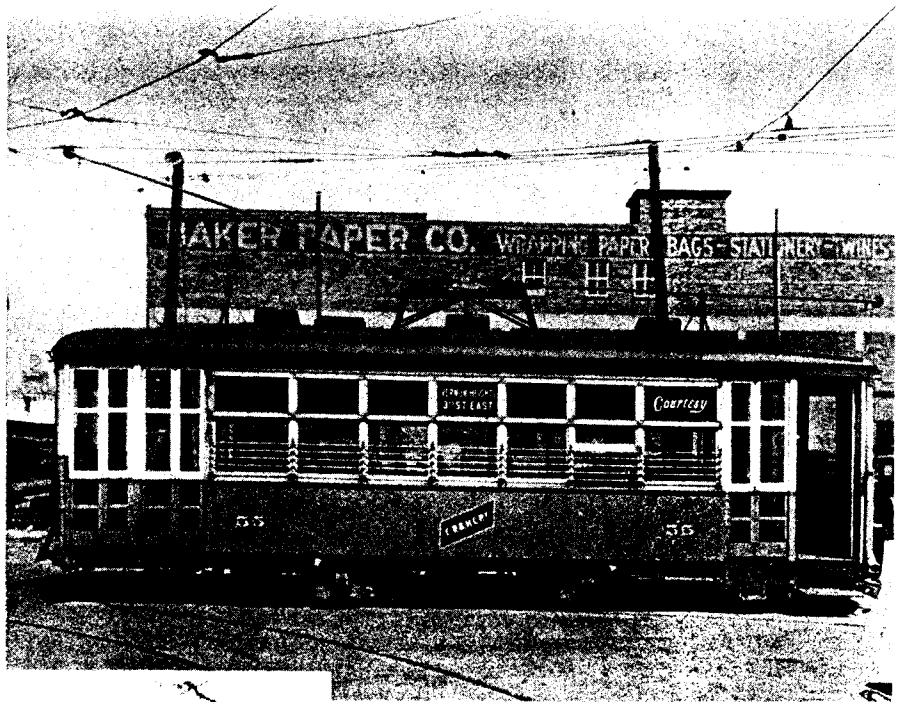
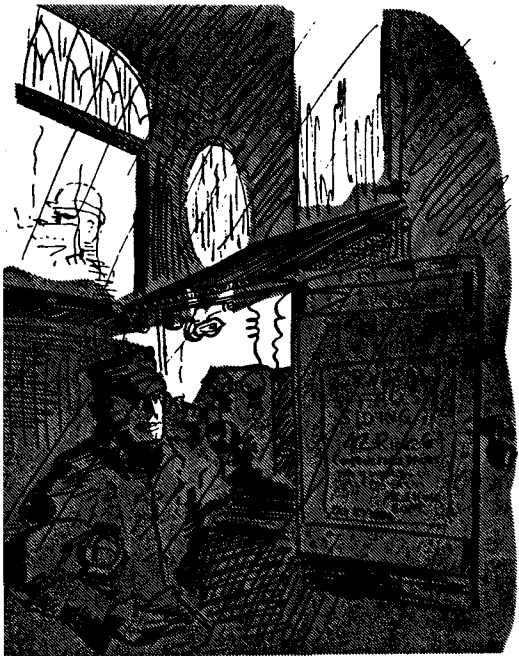
In 1912 the United Light & Railways syndicate purchased the property and in the following year a new franchise was secured, followed by the purchase of 26 new cars. Car design followed the same style as was developed by the holding company for its Davenport property. The tracks and overhead were also rebuilt to then-modern standards.

The single-truck Birney safety car made its first Cedar Rapids appearance in the early 1920s and by 1923 even the double-truck cars had all been converted to one-man operation with safety features copied from the Birneys.

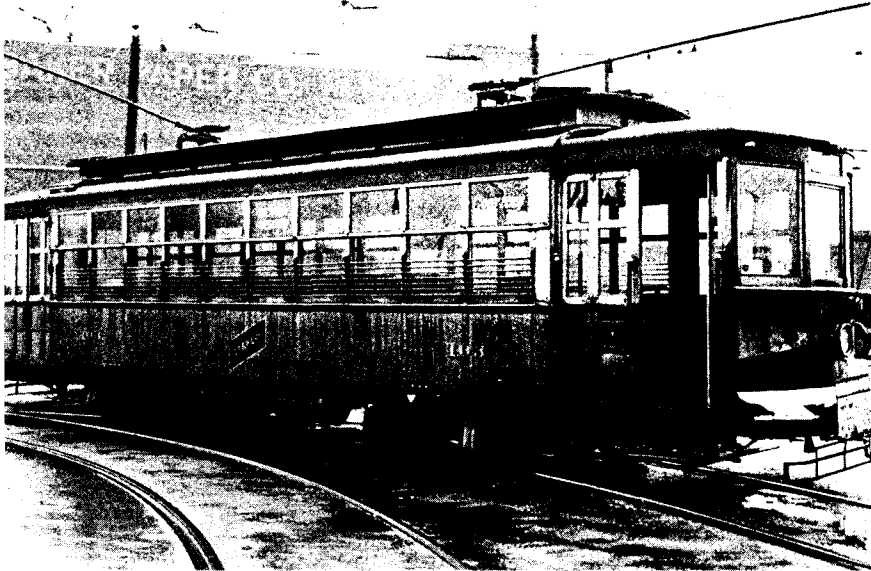
By the time the franchise was up in 1938, poor prospects gave the owners no incentive to seek a renewal and the street railway operation was discontinued in favor of a bus system installed by National City Lines.

It should be noted that independent street railway service was offered in Cedar Rapids by the Cedar Rapids & Iowa City Railway. Its local service was discontinued prior to that of CR&MC.



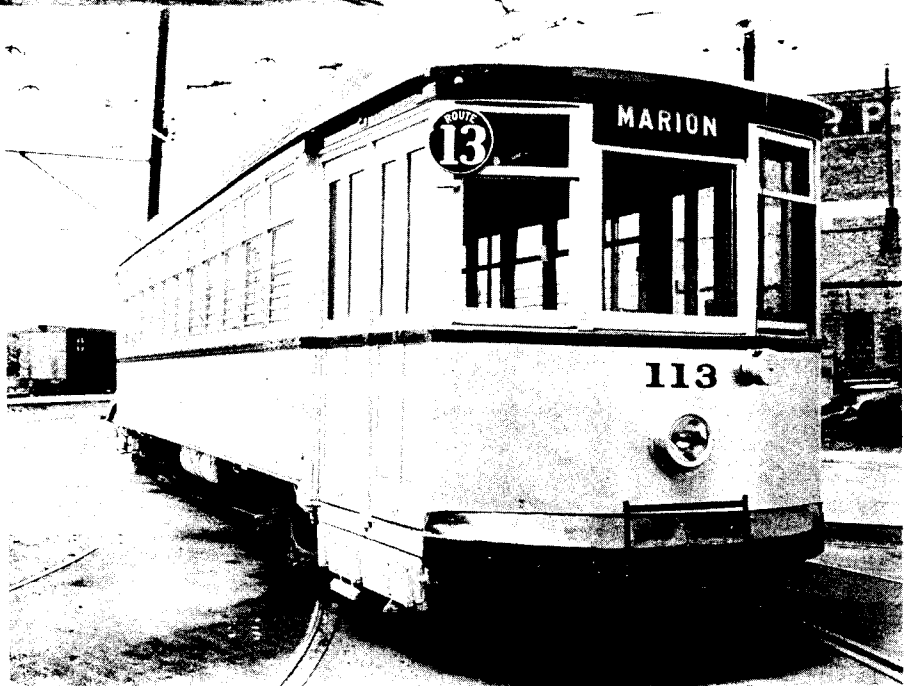
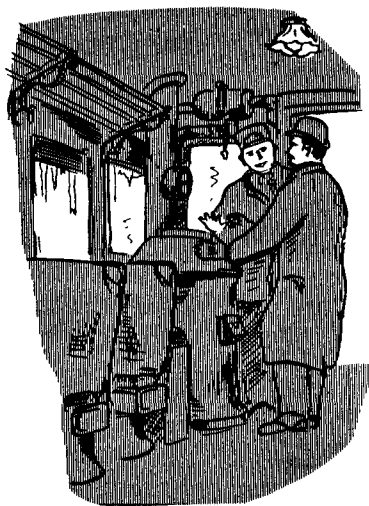


Fast loading and unloading was evidently foremost in the designer's mind when the huge platforms and double doors of these Cedar Rapids Birney cars were selected.



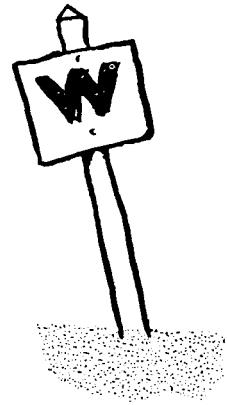
Standard double-truck safety car was neat and modern for its type, and as dolled up in its aluminum paint job below made a striking appearance on the "MARION FLYER" suburban run.

All: Credit GK.



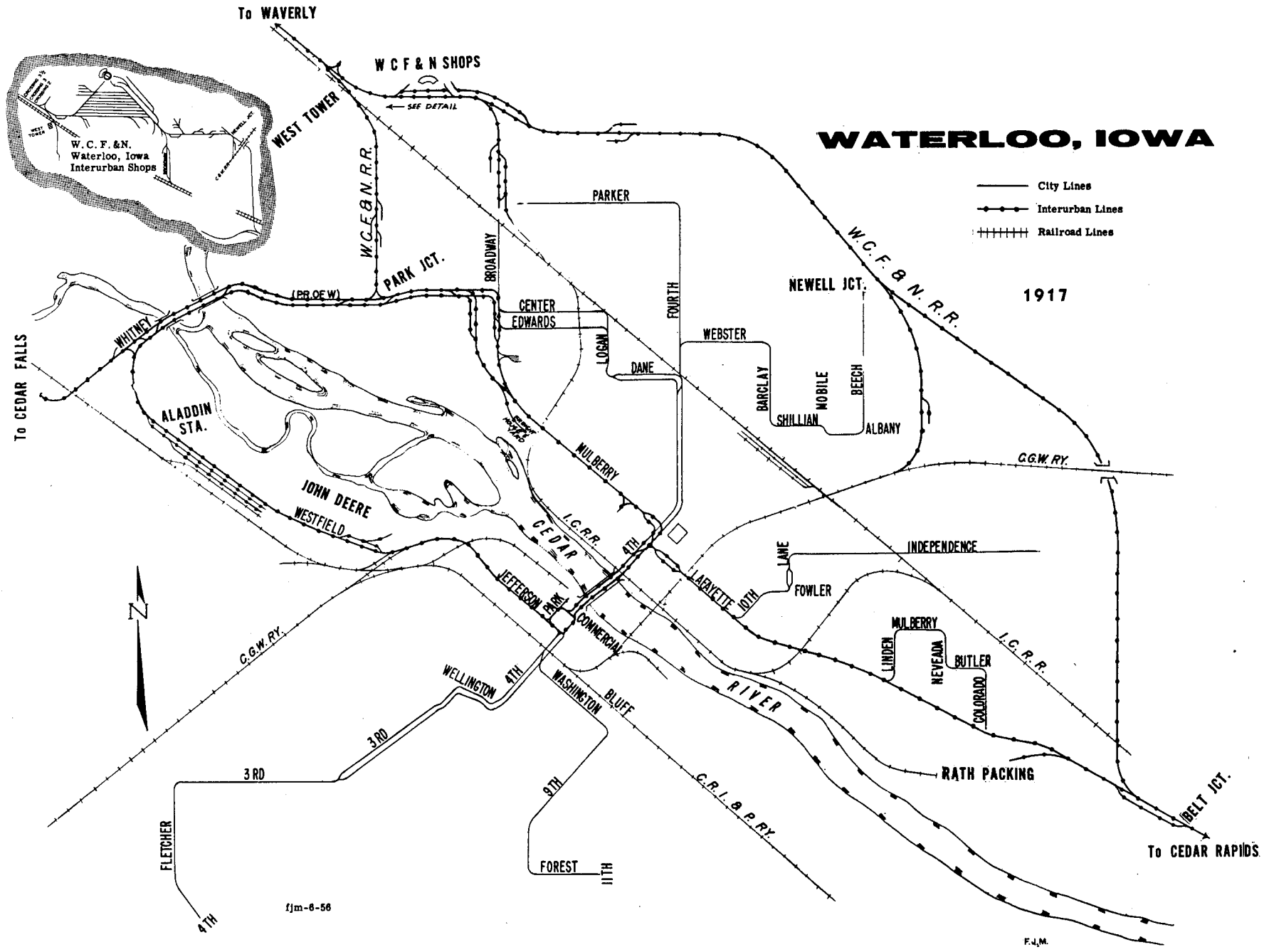


MARION DIVISION  
**CEDAR RAPIDS & MARION CITY RAILWAY CO.**  
 PASSENGER IDENTIFICATION CARD  
 This purchase of this card, good for \$1.00, entitles the purchaser to transportation between the cities of Cedar Rapids & Marion, Iowa, via the Marion line, upon the payment of a cash fare of ten cents. This card is not transferable and will be taken up & redeemed by any other than the purchaser, and must be shown to conductor when fare is paid. Not good locally in Cedar Rapids.  
 Void after last day of month shown above.  
 I accept the above conditions. *W. Allen*  
 General Manager  
 H 243 \_\_\_\_\_  
 Signature of Purchaser



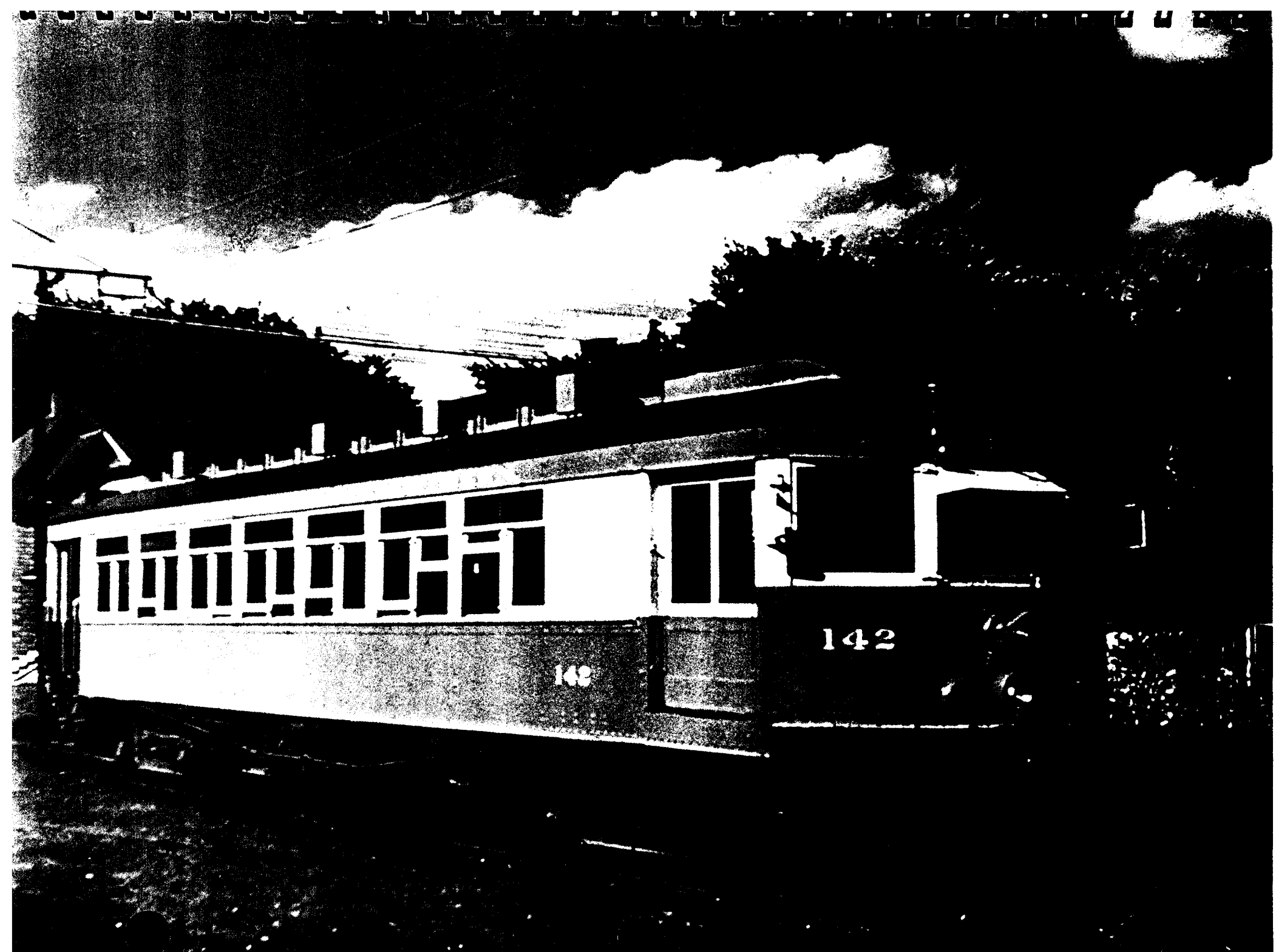
RDG

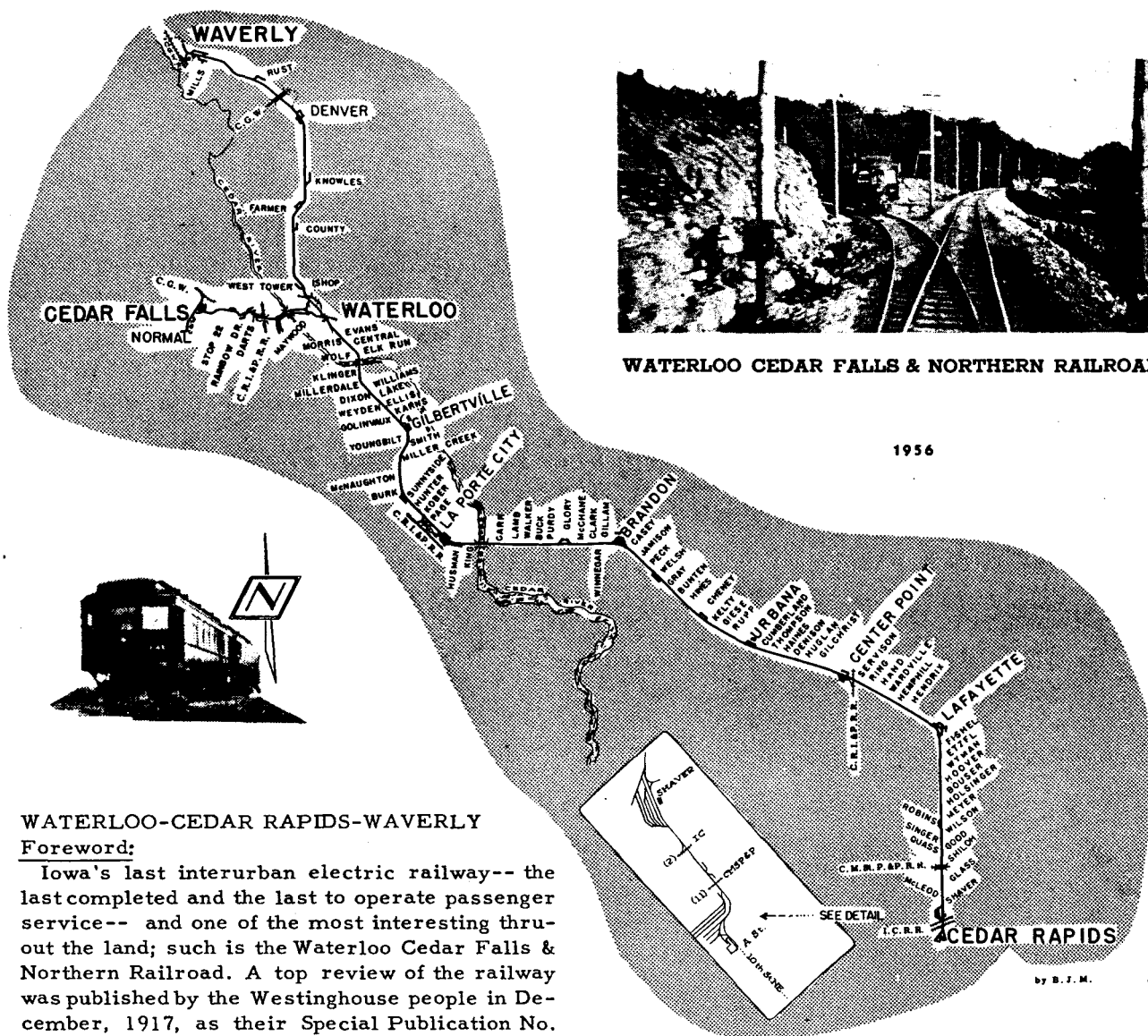




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F.J.M.





WATERLOO CEDAR FALLS & NORTHERN RAILROAD

1956

**WATERLOO-CEDAR RAPIDS-WAVERLY**

**Foreword:**

Iowa's last interurban electric railway-- the last completed and the last to operate passenger service-- and one of the most interesting thru-out the land; such is the Waterloo Cedar Falls & Northern Railroad. A top review of the railway was published by the Westinghouse people in December, 1917, as their Special Publication No. 1575, a beautifully printed 84 page book, profusely illustrated and truly a collector's item for the railfan. Because of the size of this volume it is obviously not practical to reproduce it in its entirety; however, we have drawn liberally from its key data and best illustrations, and we have picked up much of its text, with necessary revisions to correct for changes which have occurred since 1917.

Freighthaulage, the great revenue builder and long-range salvation of the electric railway, was well worked out from the beginning on the Waterloo Cedar Falls & Northern Railway. "A steam railroad with a trolley wire over it," completely conveys the idea of the substantial manner in which the WCF&N was constructed and operated.

**History:**

In 1895 the Waterloo & Cedar Falls Rapid Transit Company was formed to give local street car service in the City of Waterloo and town of Cedar Falls with a connecting interurban line 8 miles in length. It acquired the Cedar Falls & Northern Ry. (a gasoline line) and the Waterloo Street Ry. Co. (a horse-car line).

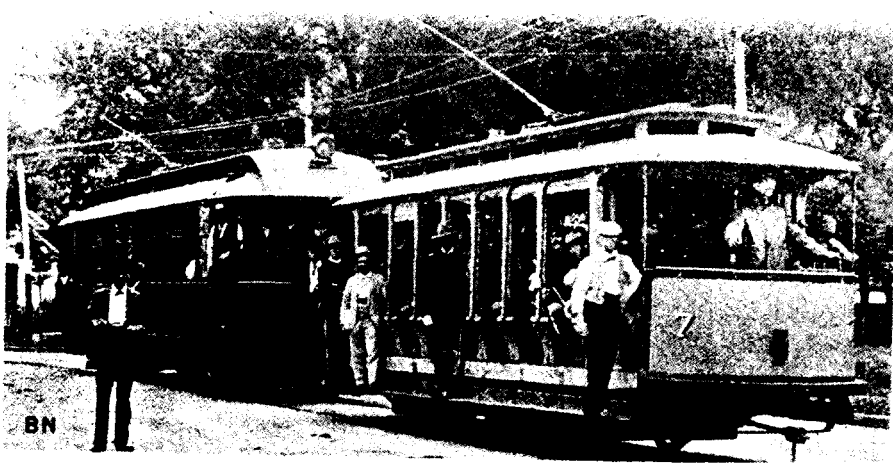
About 1901 the interurban line from Waterloo to Denver, Iowa, 14 miles, was built. A 22,000 volt transmission line (the first high tension line in Iowa) fed power from the Waterloo power house to a substation, then called Glasgow, halfway between Denver and Waterloo.

In 1903 this line was extended to Denver Junction where connection was made to the Chicago Great Western Railway. Steam service was inaugurated between Waterloo and Sumner, Iowa, over the Great Western (leased) thru Waverly to Sumner, 44 miles.

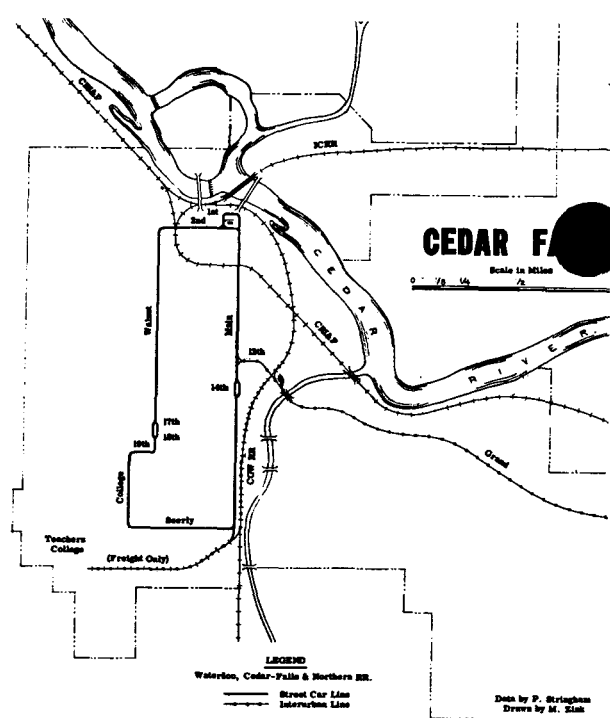
On December 29, 1910 electric operation was extended over a newly built track to Waverly and the operation over Great Western tracks was discontinued.

Construction to the southeast from Waterloo began in 1912, with service being extended in steps as construction progressed:

|              |                    |
|--------------|--------------------|
| LaPorte City | December 12, 1912  |
| Brandon      | September 28, 1913 |
| Urbana       | December 7, 1913   |
| Center Point | June 21, 1914      |
| Cedar Rapids | September 14, 1914 |

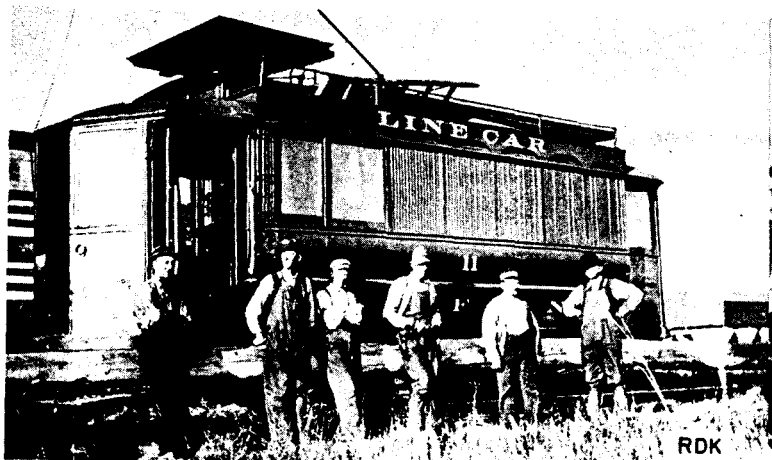


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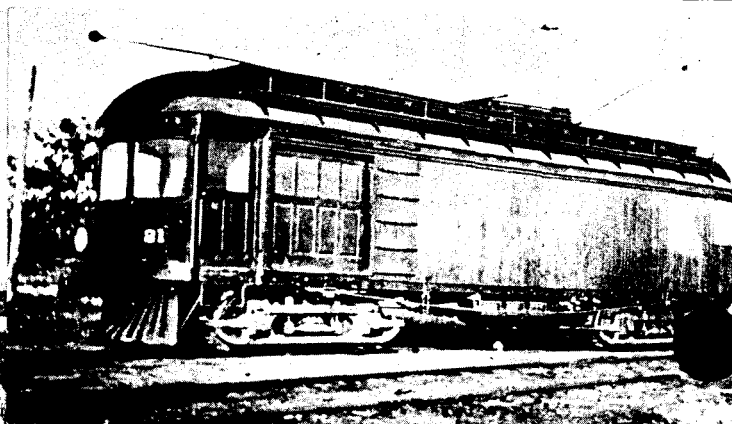


Some of the early light interurban equipment was demoted to suburban or work train service in later years.

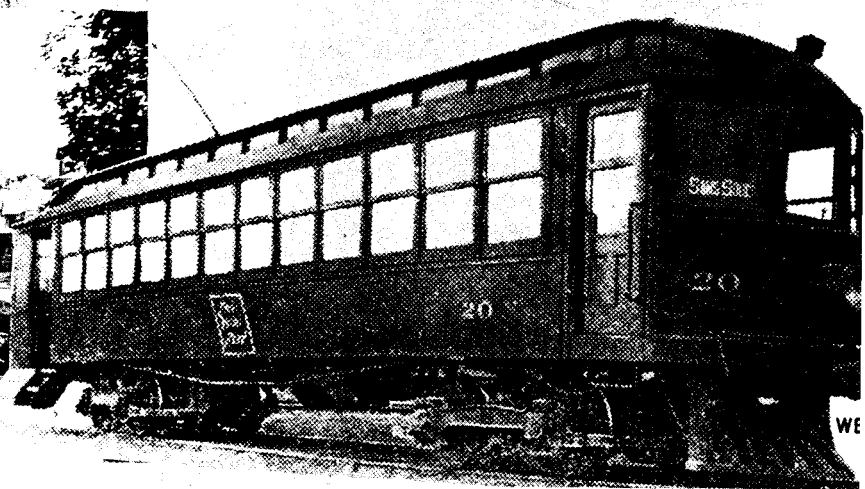
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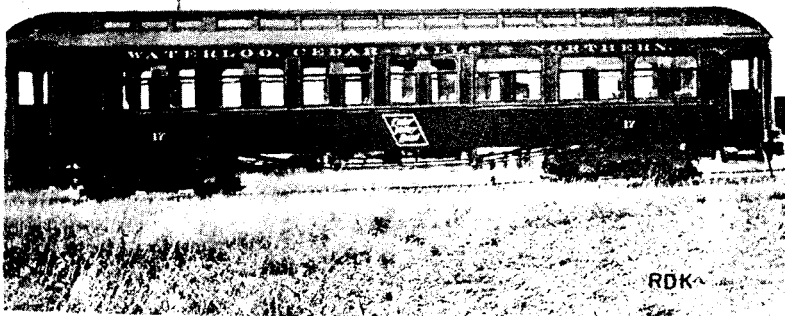
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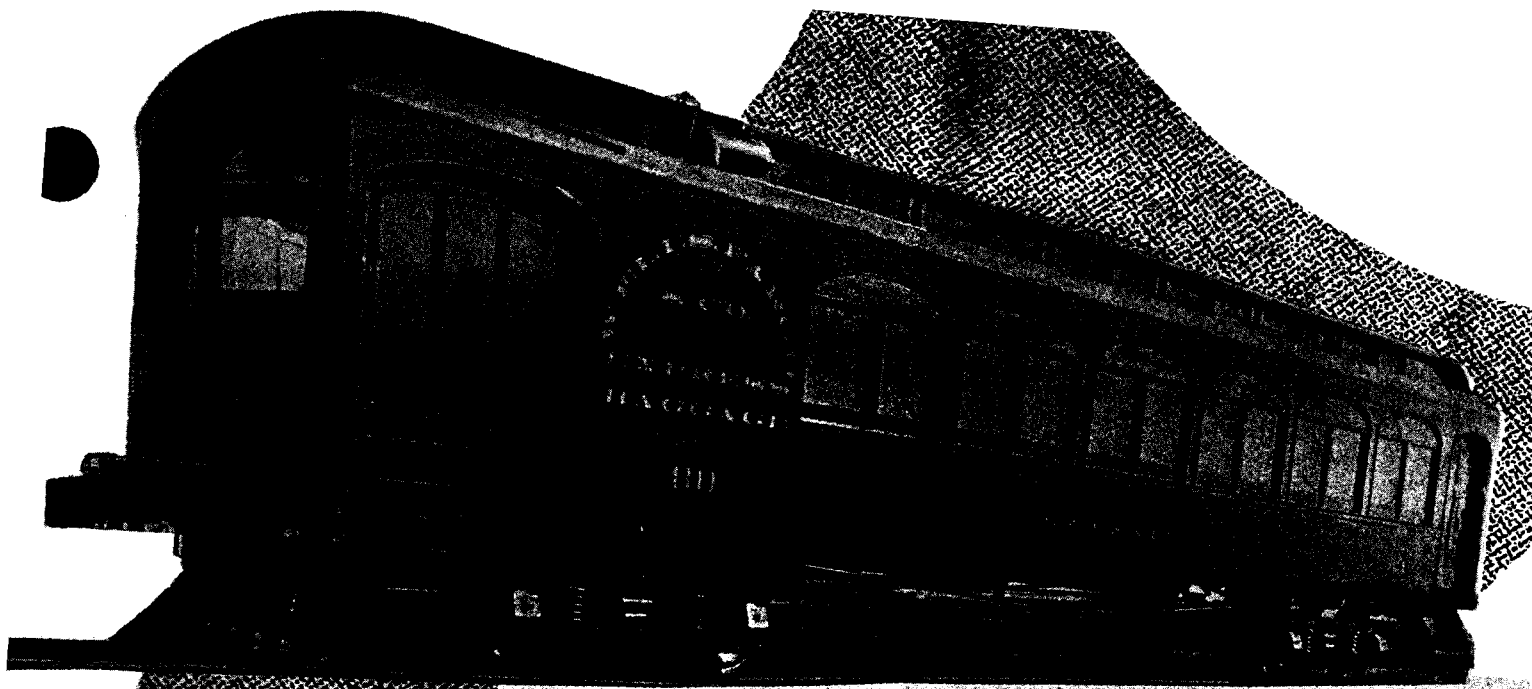
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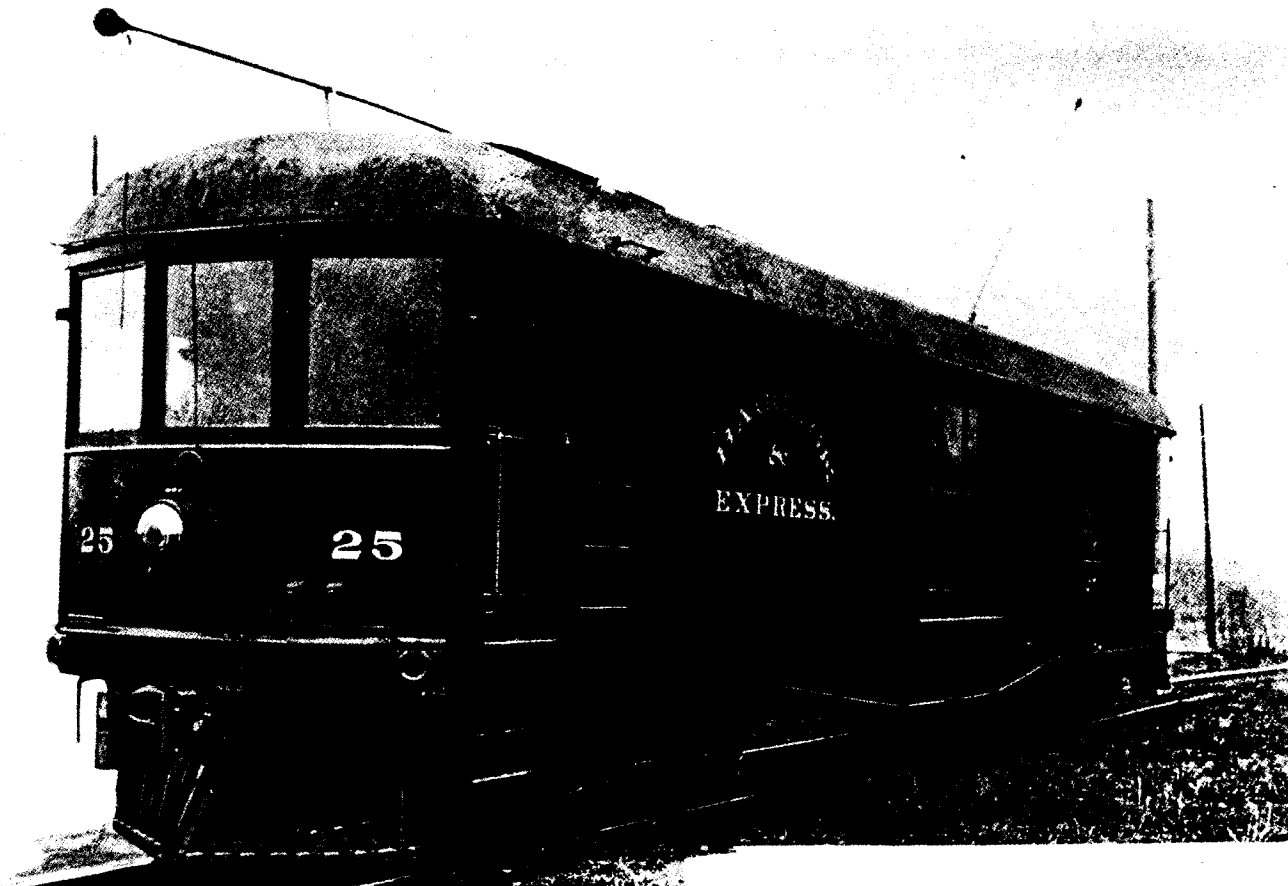
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RDK







WEC



The first freight work was done in 1899, when brick from a plant near Cedar Falls was transported to Waterloo and delivered on the city streets on flat cars. This was done during mid-night hours, using one flat car handled by an interurban motor car.

The first electric freight engine was built in 1900 and the second in 1901, the latter weighing 26 tons and having 4-Westinghouse 12A motors. This engine hauled one car of coal at a time to the normal school in Cedar Falls, climbing a 2% grade en route.

Waterloo Cedar Falls & Northern, often called "The Cedar Valley Road", operated a system of electric railway lines from Waverly on the north to Cedar Rapids on the south, thru rich agricultural country, ranking with the best in Iowa.

Waterloo, the hub of the system, is a progressive city of 65,000 (1950). Here WCF&N operates a belt line which connects most of the city's important industries with the steam roads. Switching tracks honeycomb the city's factory areas. Cedar Rapids, a bustling metropolis of 72,000 (1950) is firmly contacted, but is not penetrated in depth by direct WCF&N tracks.

When WCF&N was built, the paralleling steam railway lines most of the way, it branched into exclusive territory striking several communities which were not served by steam roads. Some of the towns along this route doubled in population after the "Cedar Valley Road" went thru, for instance, Urbana and Brandon. These were on the old prairie schooner route, and altho the country around them was of the best, for over 50 years they failed to secure any steam road service.

When the road was first projected, considerable foresight was shown in that land adjacent to the route was purchased in towns, in plots large enough so that industries could be placed adjacent to the railway.

#### TERMINALS AND STATIONS:

Purchases of land for station sites were based on requirements for future developments, and in few cases did the management allow price to alter its decision. This policy paid off particularly well in Waterloo.

The mileage between important way stations made it possible to build a combination passenger, freight and substation at nearly every point. The standard design included a building of brick, concrete and steel, 101 ft. long and 22 ft. wide. The substation occupied 30'-6" at one end. A ticket office extended 12 ft. across the width of the building and a waiting room 16 ft. wide and a freight room 36'-6" long occupied the other end of the building.

Station facilities include a team track, well-built stock pens, grain elevators and loading

chutes. The station proper, wherever possible, includes a tract of land approximately 2000 ft. in length, permitting the railway to offer attractive long term leases for elevators, mills, etc. Each station had a twin train-order semaphore signal board, with blades displayed to the upper right-hand quadrant controlling train movements in both directions.

#### TRAFFIC

One of the secrets of the perseverance of the WCF&N where other interurban roads failed has been the aggressive traffic solicitation and well-organized methods of securing business it has always followed.

Business to or from any point in the United States is fostered by off-line travelling agents who call on railway and industrial traffic departments thruout the country. Foreign freight solicitation is also part of WCF&N's traffic plan.

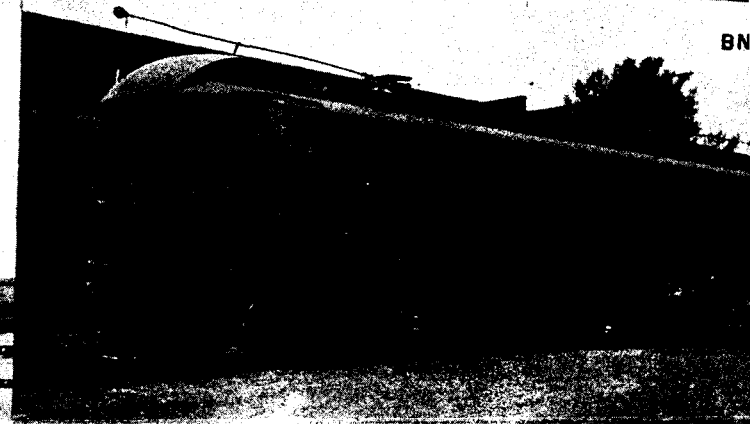
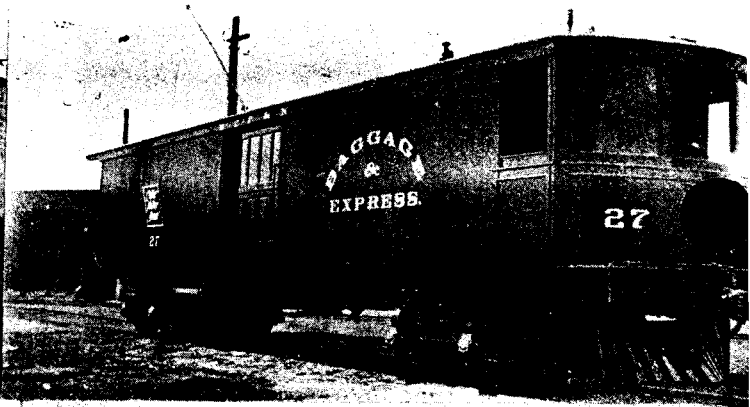
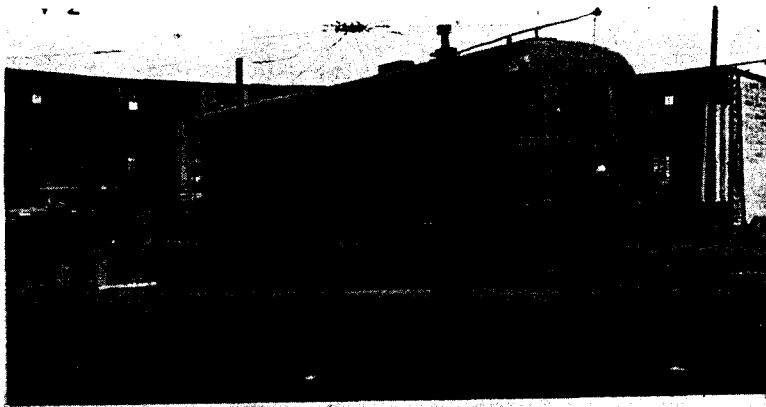
Statistical records are used to keep track of the business and its origin. Reciprocal switching arrangements with trunk lines serving cities on the electric line enable almost every industry in these places to be served by the "Cedar Valley Road". Special arrangements, such as "milling in transit" for the processing of grain en route to market on the original billing, have been worked out to meet competitive requirements.

In earlier years, passenger traffic solicitation offered similar attractions, with thru tickets and special rates being available to encourage use of the electric railway. For example, for many years the Chicago & North Western Railway and WCF&N offered a thru Chicago-Waterloo rate meeting the competition of the direct Illinois Central Railroad route.

WCF&N was the pioneer electric line to compel steam railroads to interchange freight with electric railways. As a result, as long ago as 1917, over 70% of the switching from steam roads entering Waterloo was performed by WCF&N. Furthermore, thru similar agreements at Cedar Rapids, steam roads there obtained access to the Waterloo area via the "Cedar Valley Road". Interchanges are shown on the accompanying maps.

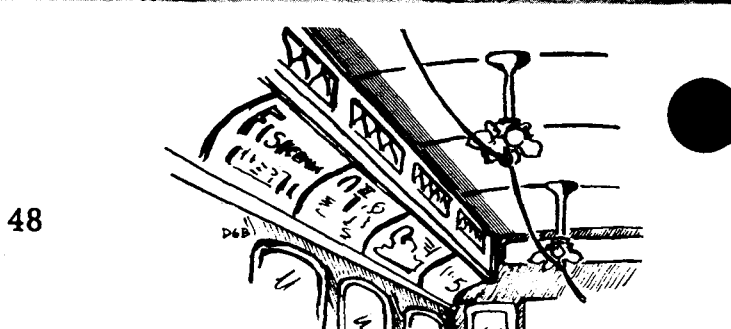
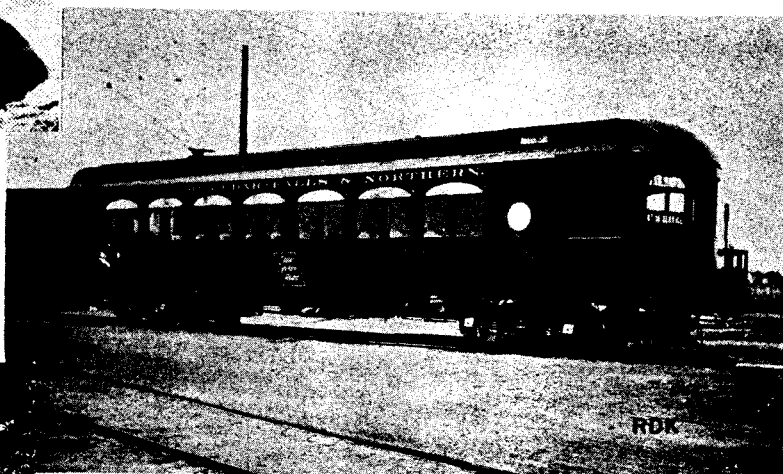
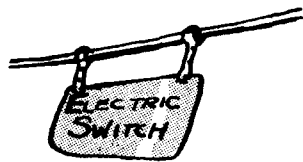
In view of the extensive freight operation of this company, it was necessary to build a large freight house, with yards at Waterloo. This is at Utica and Lafayette Streets, adjacent to the wholesale district and only about six blocks from the central business district. It occupies about 32 acres near the Cedar River. The land was quite low, so it was necessary to use over 100,000 yards of fill, consisting of rock brought from the high areas along the belt line and at the round-house shops.

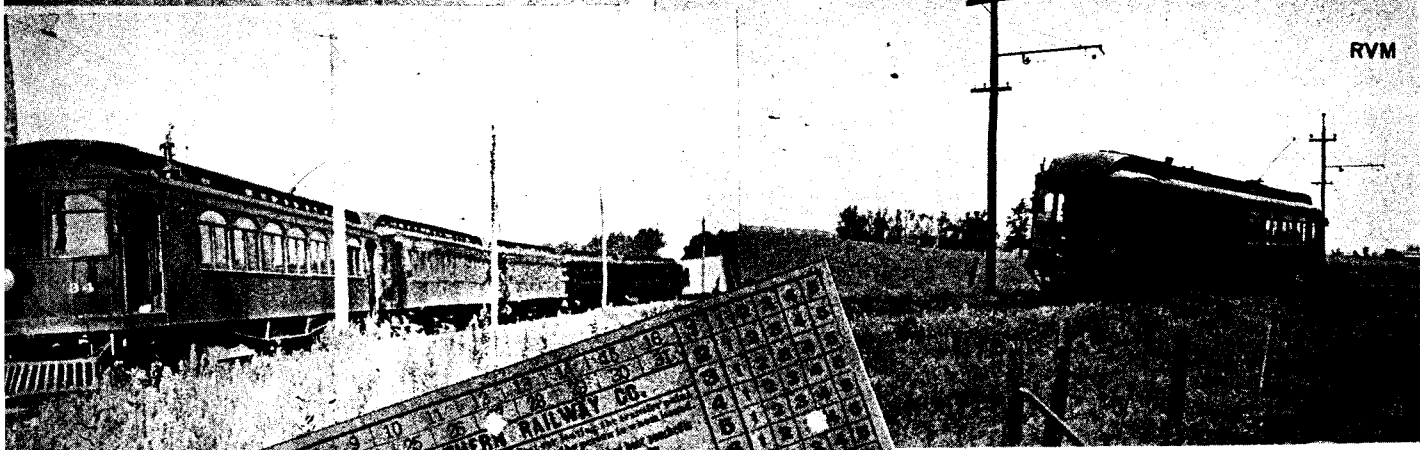
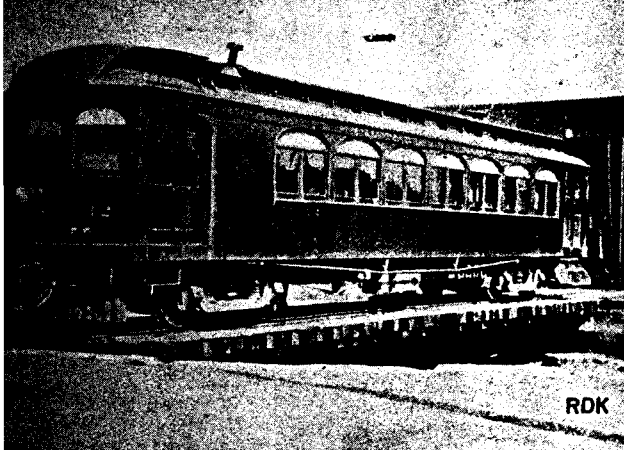
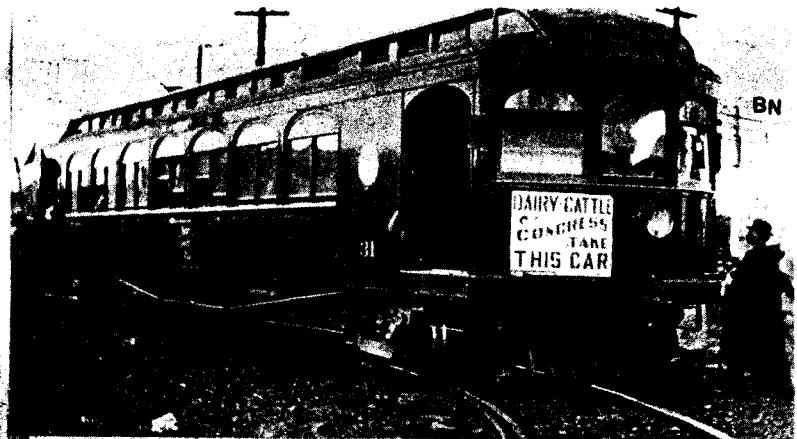
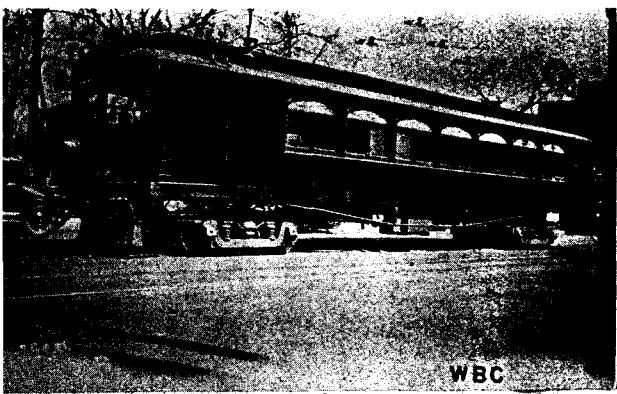
The freight house is a one-story brick structure with two-story office end with basement. The door arrangement was carefully worked out to avoid the necessity of exact spotting of cars at doors.



WEC

The Cedar Valley Road's combination baggage-passenger-observation one car trains had a logical corollary in the open rear platform box motors. The 30-class were used in the 650-volt services between Waterloo-Cedar Falls and Waterloo-Waverly.





**WATERLOO, CEDAR FALLS & NORTHERN RAILWAY CO.**

Form No. 7145371

|   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|

**WATERLOO, CEDAR FALLS & NORTHERN RY. CO.**

C. M. CHENEY, RECEIVER  
**CEDAR RAPIDS, IOWA**  
 Cedar Depot, 10th St. and A Ave., to  
 Depot or to C. R. & I. C. Ry. and Bus Terminal upon arrival of train shown  
 on back or date punched and immediately upon arrival of train shown  
 S. W. HANSEN, Traffic Manager.

Form No. 21259

|       |     |     |     |     |     |     |      |     |      |     |     |     |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |
|-------|-----|-----|-----|-----|-----|-----|------|-----|------|-----|-----|-----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|
| Month | Jan | Feb | Mar | Apr | May | Jun | July | Aug | Sept | Oct | Nov | Dec |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |
| Day   | 1   | 2   | 3   | 4   | 5   | 6   | 7    | 8   | 9    | 10  | 11  | 12  | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | * |

Train No. \_\_\_\_\_

on \_\_\_\_\_ at No. \_\_\_\_\_

**WATERLOO, CEDAR FALLS AND NORTHERN RY.**

NOT GOOD LOCALLY IN WATERLOO OR CEDAR FALLS

**1915 PASS** No. 257

ACCOUNT Mr. J. E. Gorman  
 First Vice President  
 Rock. Island Lines

OVER ALL LINES (UNLESS OTHERWISE ORDERED AND SUBJECT TO CONDITIONS ON BACK)

UNTIL DECEMBER 31<sup>ST</sup> 1915

COUNTERSIGNED BY JESSIE RYAN

*Jessie Ryan*  
 GENERAL MANAGER

**Waterloo, Cedar Falls & Northern R.R.**

**CEDAR RAPIDS, IOWA to NORTHWOOD, IOWA**

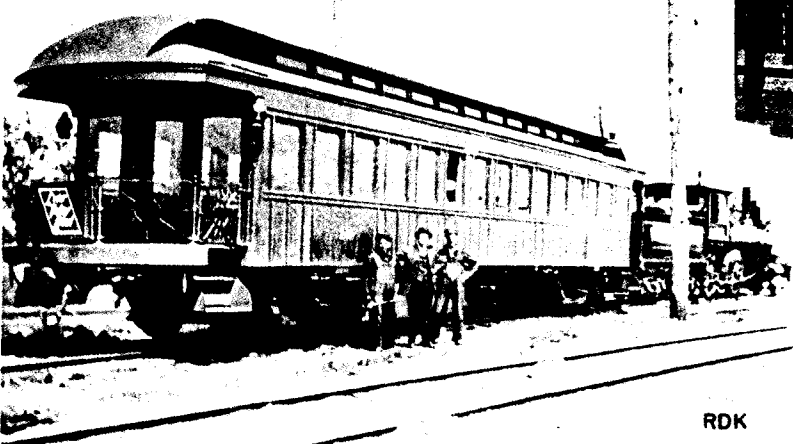
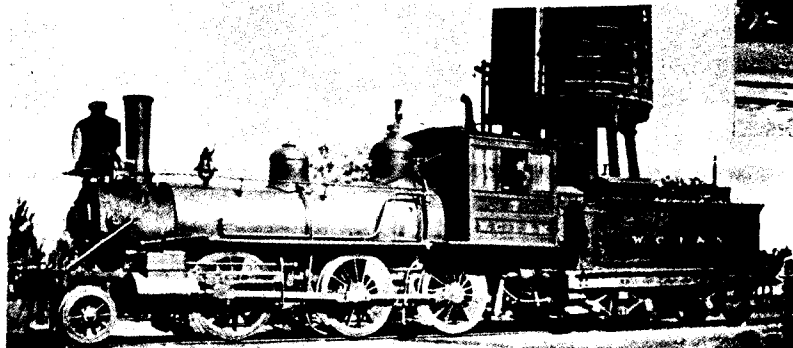
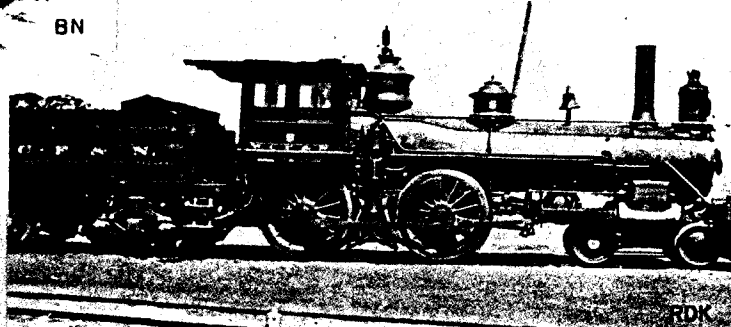
Good for One Continuous Passage, commencing not later than One Day after date of sale.

*J. E. Gorman*  
 Traffic Manager

Subject to tariff

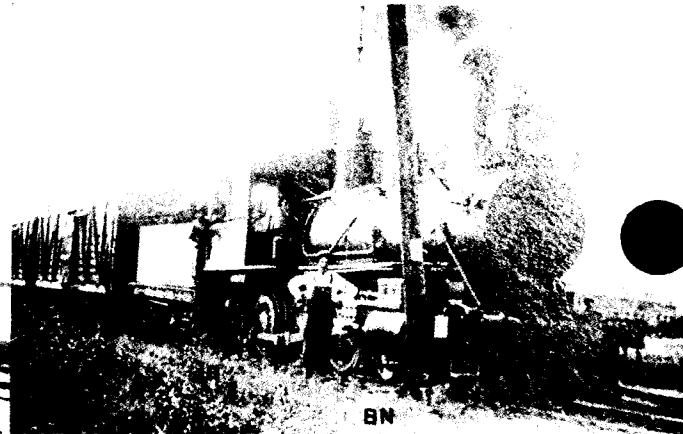
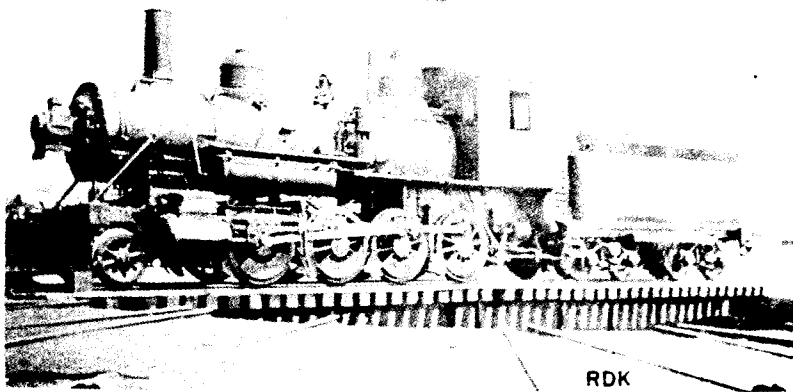


Cedar Falls-Normal gas motor pulled single-truck passenger trailers in pre-electrification days.

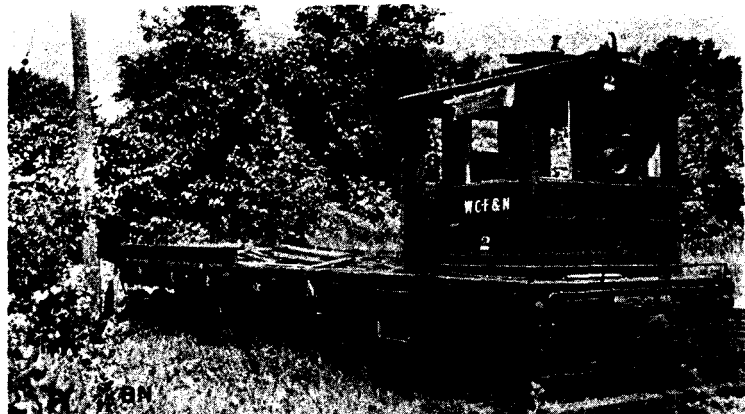
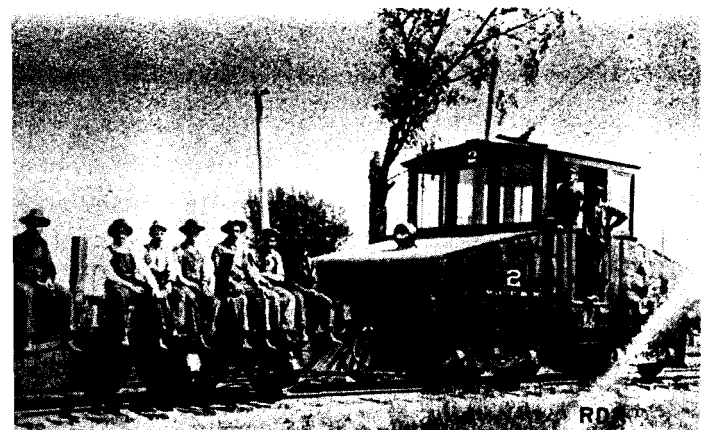


The steam locomotives are from the early days of the Waverly-Sumner line, as is the bus-like motor car #1.

50

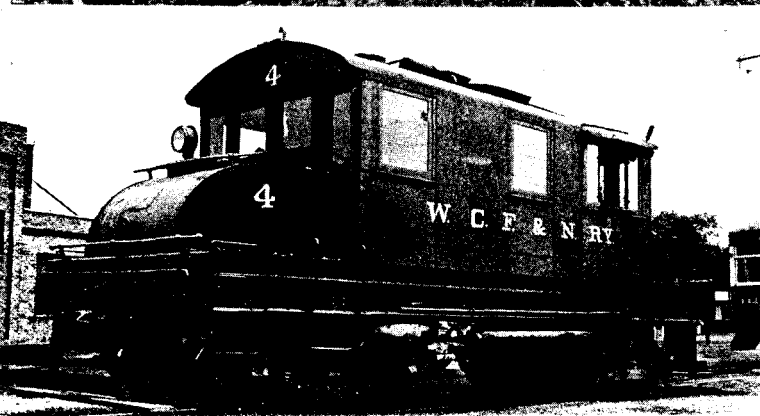
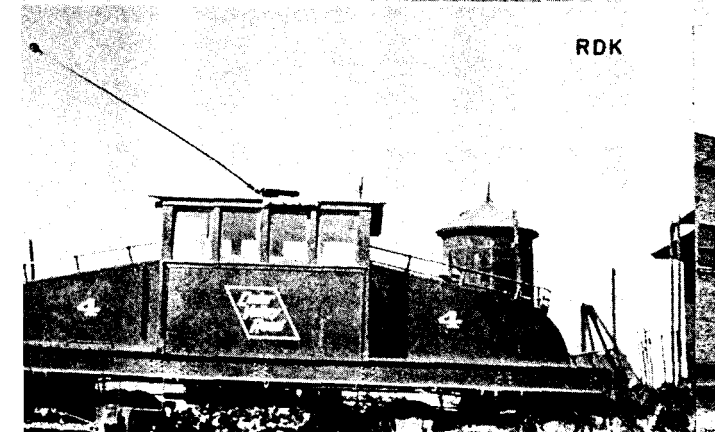
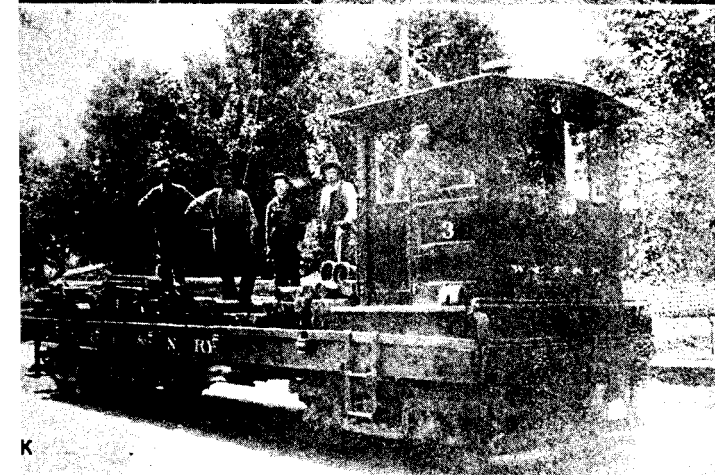
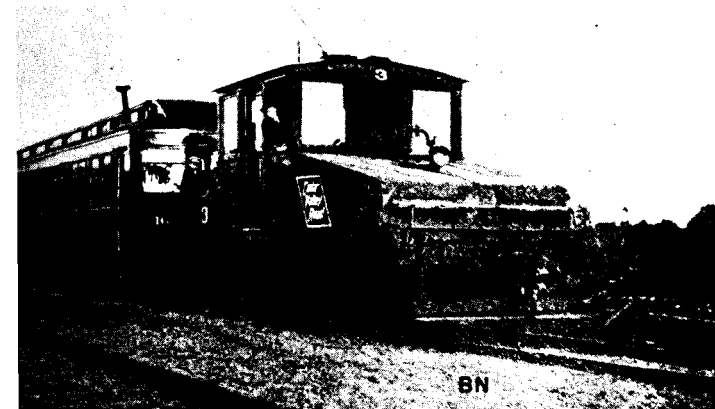


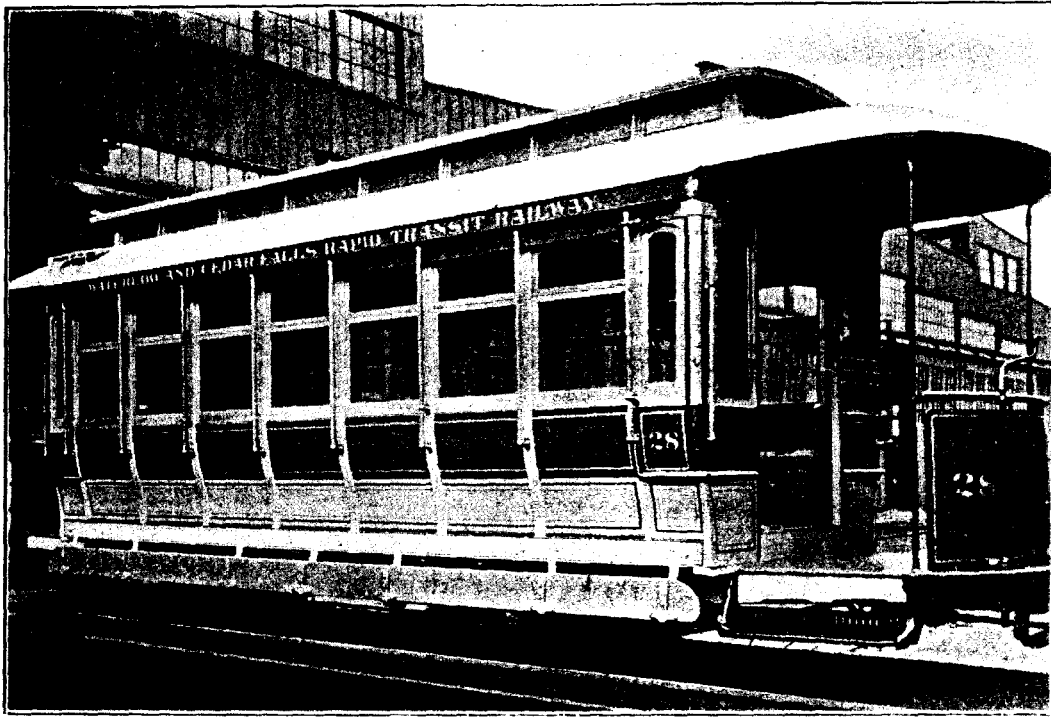




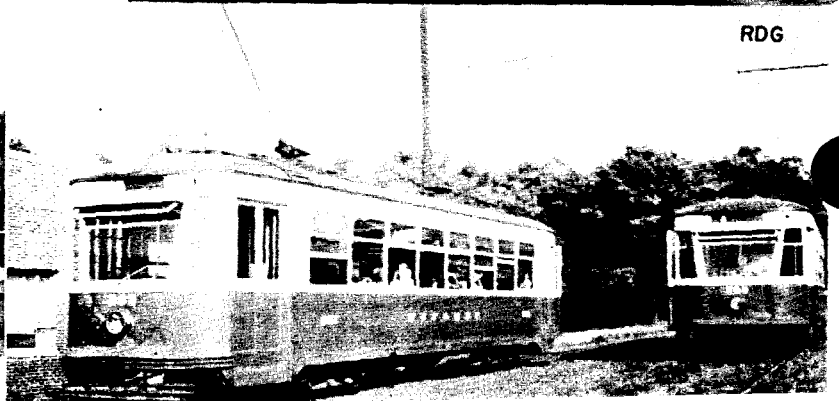
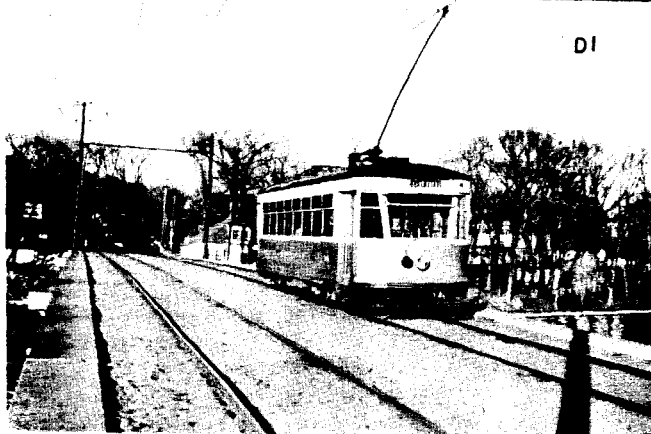
The freight motive power equipment of the Cedar Valley Road had its beginnings with "trap cars" (cab-on-flat type) and with the light, home-made steeple cab engines #2 and #3. Rebuilding and renumbering brought some of those numbers thru the years, while other acquisitions, both new and second-hand, brought much variety to a relatively small total of engines.

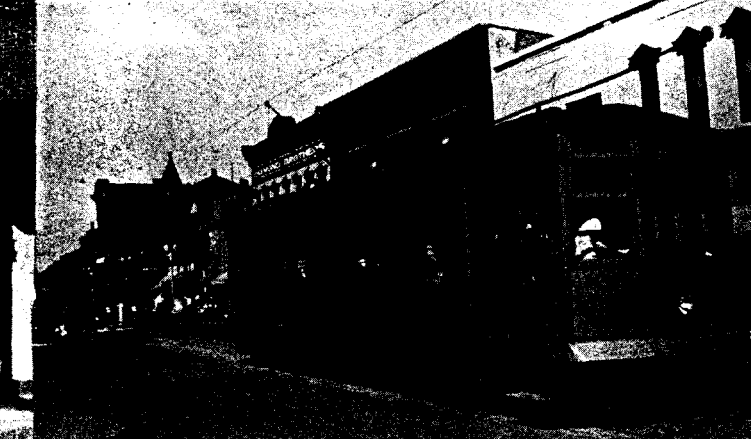
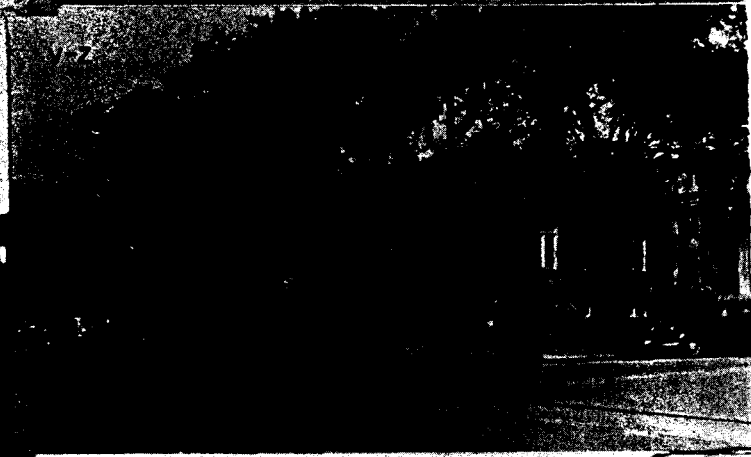
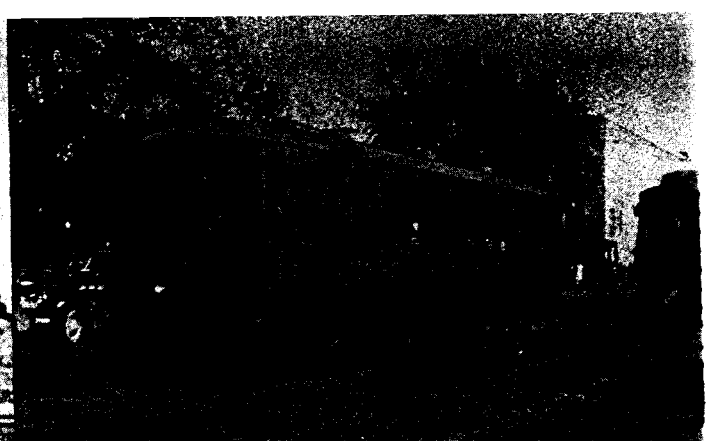
51



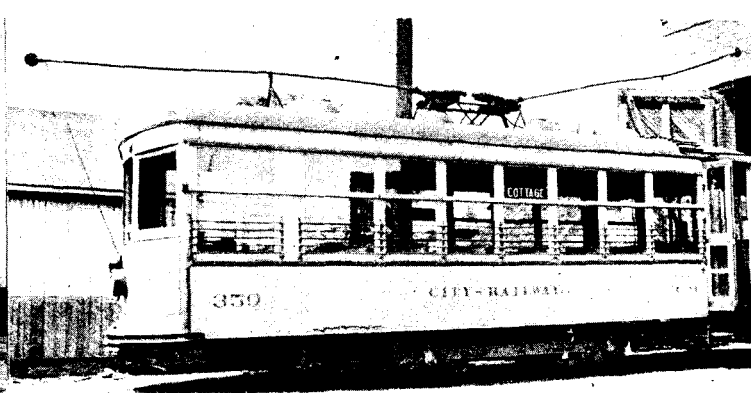


Below:  
Cedar Rapids district  
interurban 140 peeks  
out of the tight wye  
as Cedar Falls car  
clatters thru the  
special work on  
Mulberry Street,  
Waterloo.

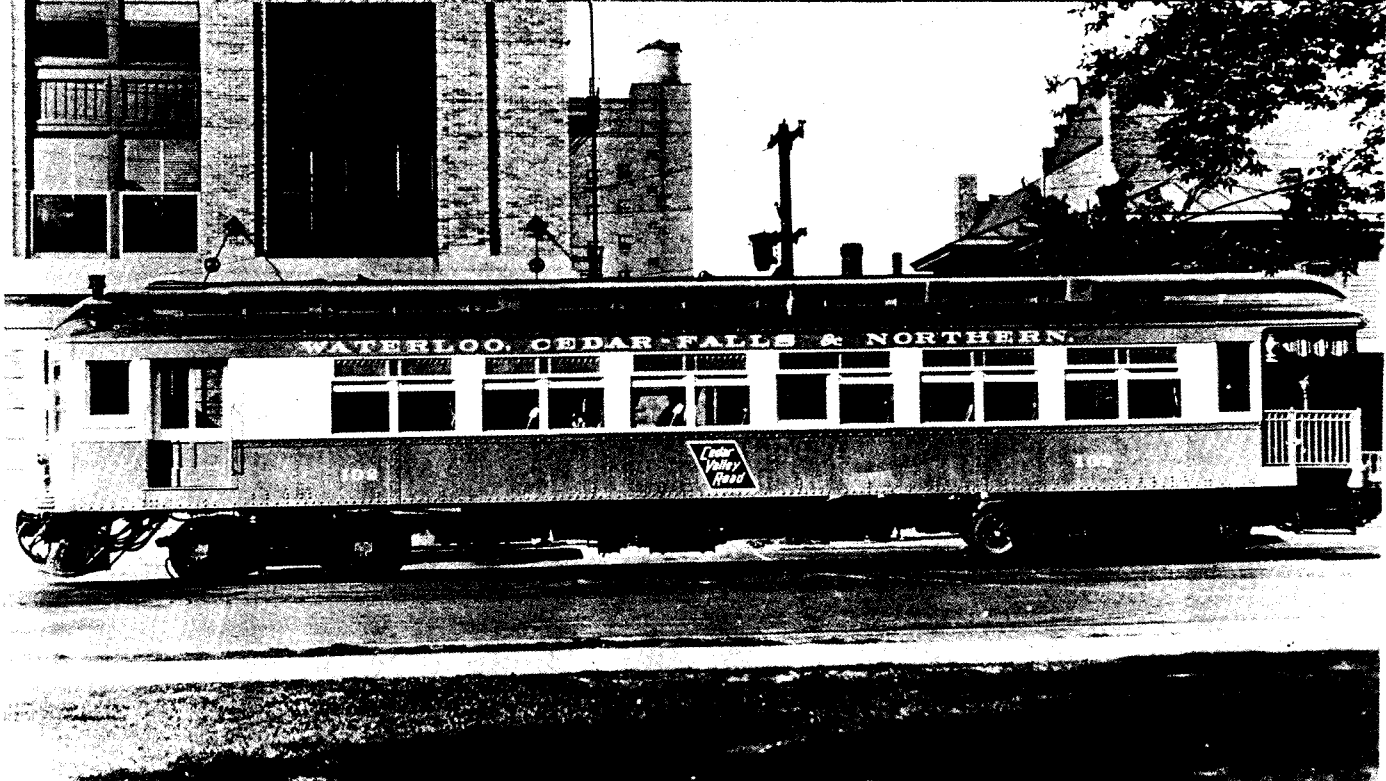
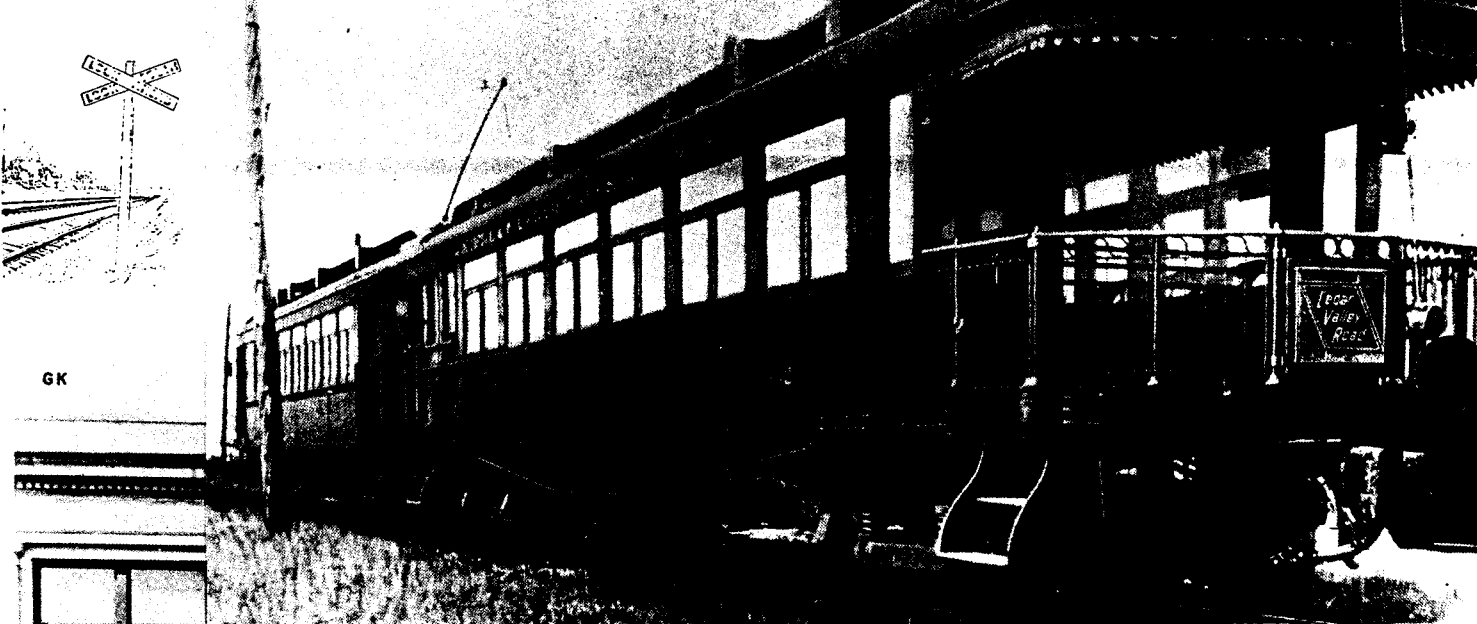


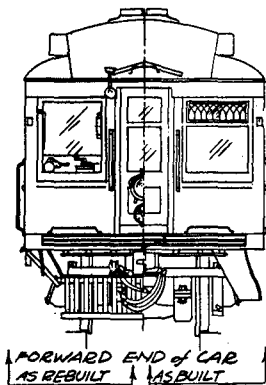
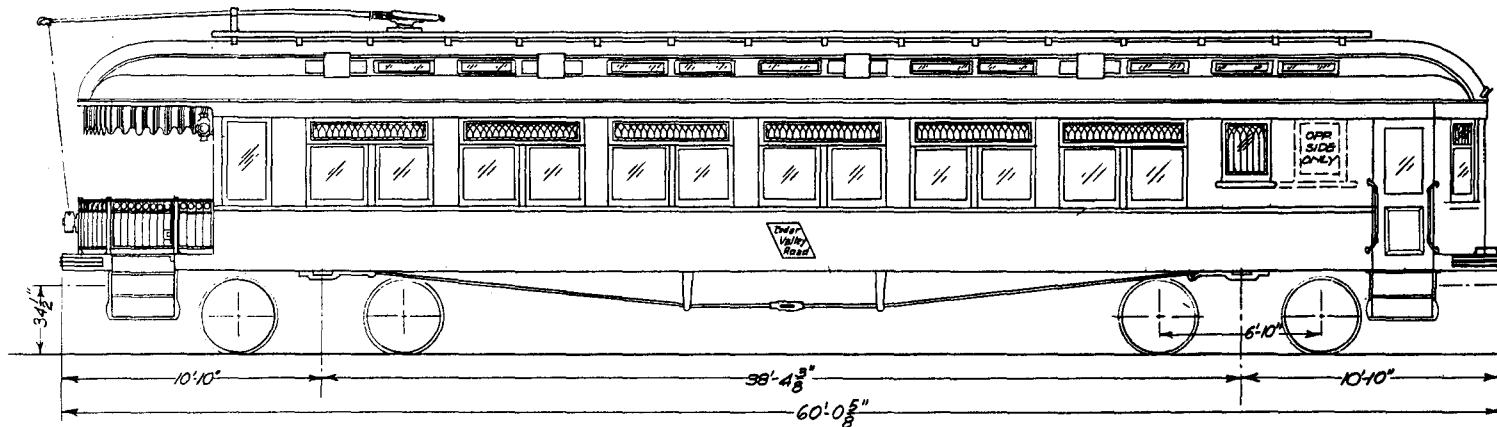


City operation within Waterloo was handled by single-truckers--- Birneys, of course, in the later years. Similarly, the local operation within Cedar Falls utilized the little one-man cars. The suburban operation between Waterloo and Cedar Falls, over a route somewhat like a figure 8 in shape, was conducted with double-truck equipment. The ex-Dubuque 200s, shown here, did the job during the 1930 period, but were replaced by the ex-Knoxville (Tennessee) 380 type shown on the opposite page.



The 100-class observation cars, as built, were parlor-buffet cars, used as the second car of a two-car limited.

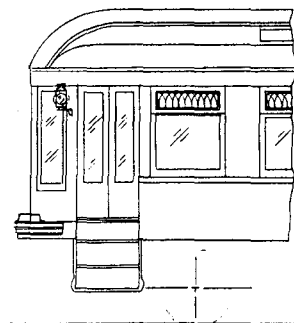




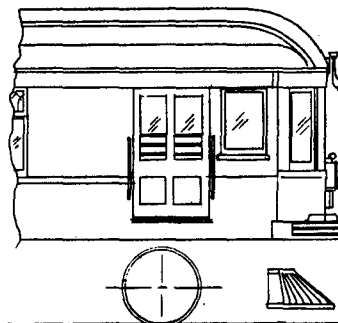
WATERLOO, CEDAR-FALLS & NORTHERN  
**CARS 100-102**

Builder: McGuire-Cummings Mfg. Co., Paris, Illinois.  
 These three cars were built as parlor-buffet observation cars and were operated as motorized trail cars led by a 140-class front end car. When it became evident that traffic would not support two-car trains, the 100s were equipped with cabs and baggage compartments, permitting the use of deluxe equipment in limited service without the need of two cars. The 140s were stepped back to provide local service and wooden cars were retired.

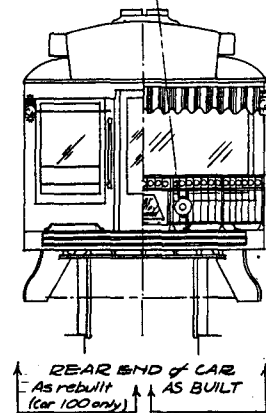
GK 536



SIDE ELEVATION  
 REAR END of CAR 100  
 AS REBUILT



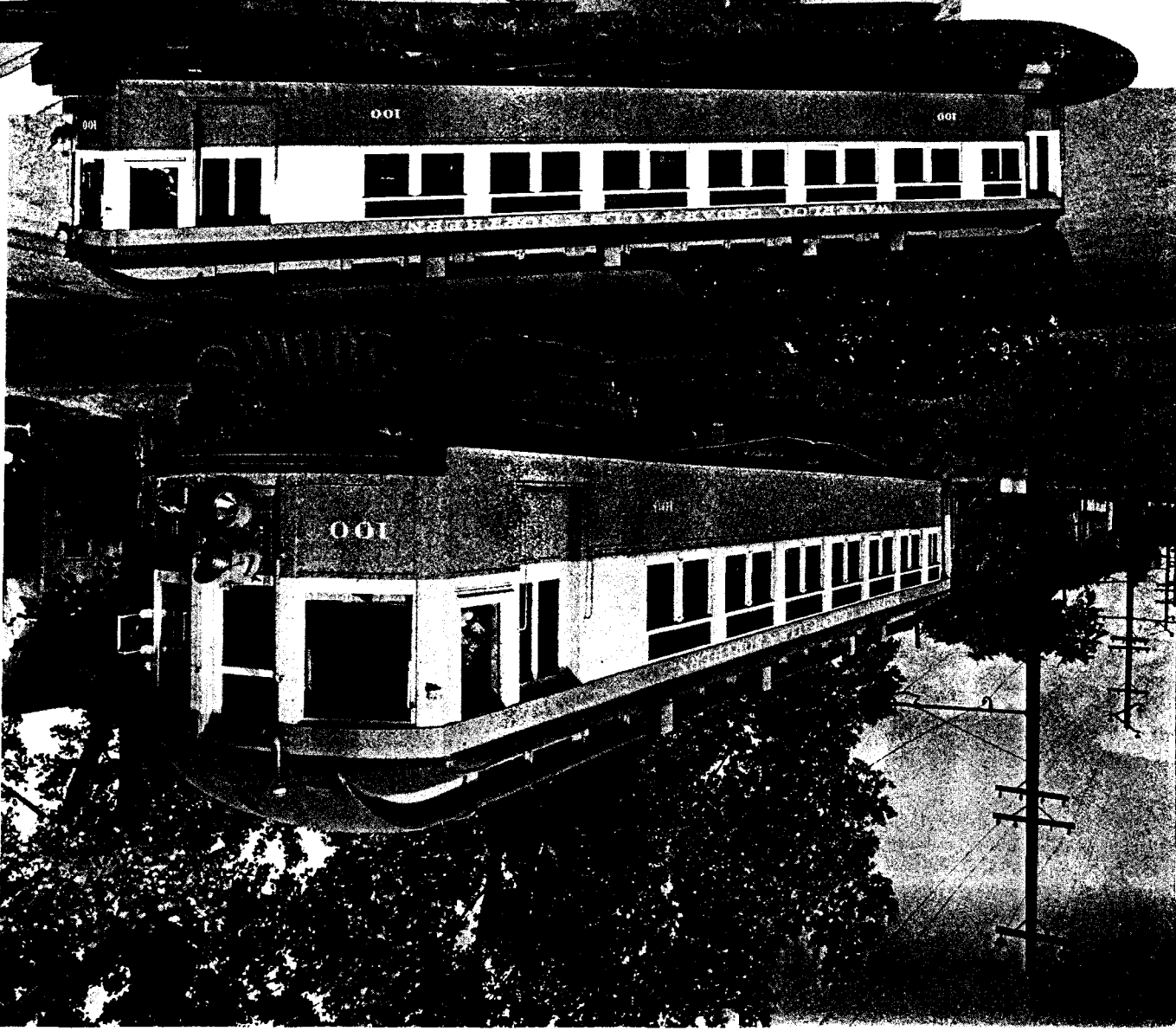
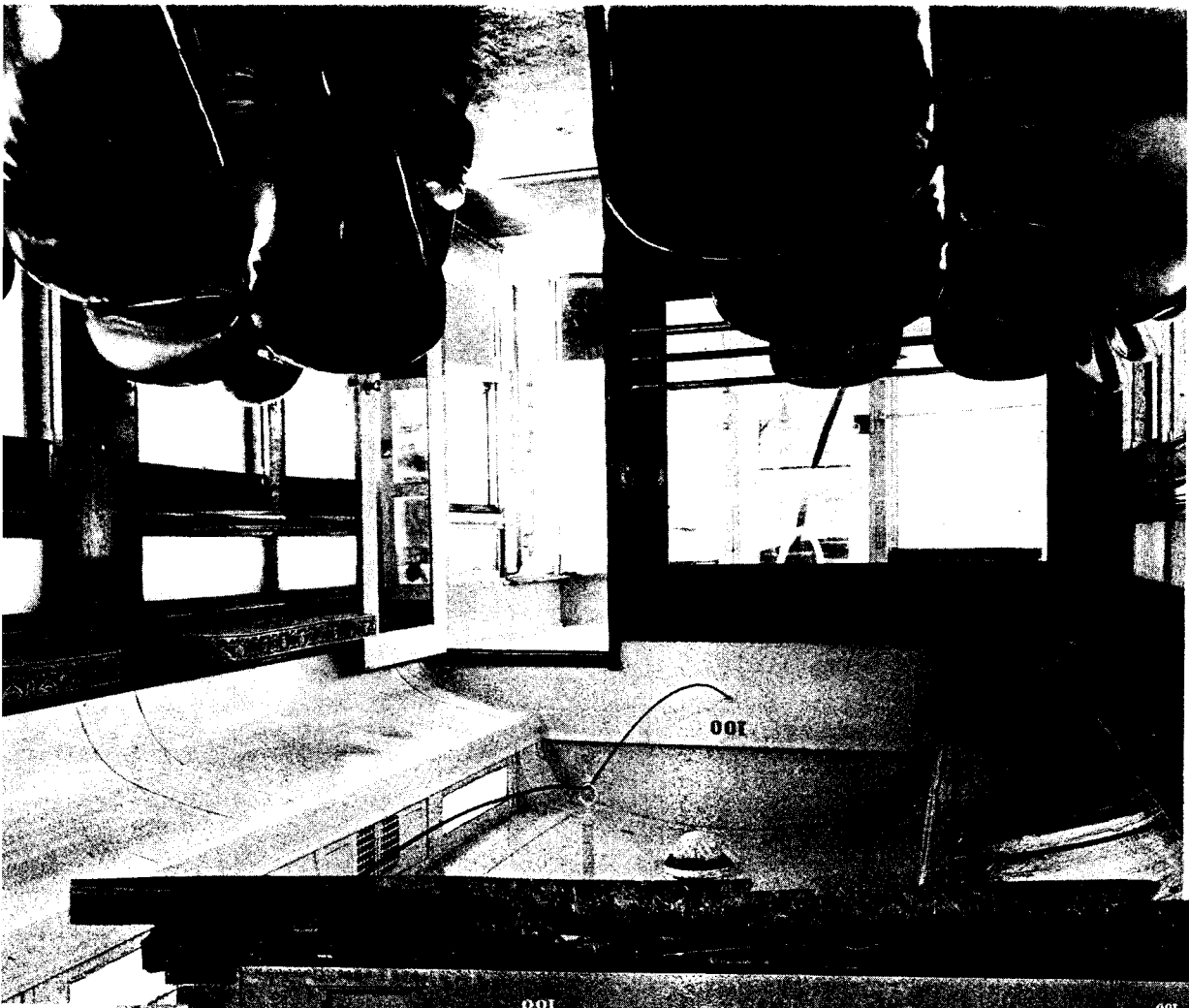
SIDE ELEVATION OF  
 FORWARD END of CAR  
 AS REBUILT





This is the car that fulfilled all passenger  
schedules for the Cedar Valley interurban  
from November 1954 thru February 1956.

5  
6



and now it is to be preserved by the Iowa

#### WATERLOO BELT:

The freight belt line extends  $7\frac{1}{2}$  miles around the factory district of Waterloo and ties in to all the steam roads. Starting at the east edge of town, where the Cedar Rapids district enters the Waterloo limits, the line extends around the northern perimeter of Waterloo to the shop yards. Just beyond these yards it connects with the Waverly district and then turns in to town to reach the Cedar Falls district and the East Waterloo freight house at Park Junction. The Aladdin industrial area in west Waterloo is reached next.

One of the early developments brought on by the intensive operations of this freight belt was the "trap" car. Long disappeared into history, this type (there were two cars on WCF&N) was not much more than a powered flat car of 30-ton capacity. These cars called at definite periods at the various plants along the belt to handle the smaller freight shipments to and from the East Waterloo freight house. In other words, these were an early version of the pick-up-and-delivery trucks which work today's LCL shipments. The WCF&N trap cars also once called at the Great Western Railroad and the Wells Fargo Express Company for the collection of LCL and railway express matter.

#### FREIGHT OPERATION:

Freight operation today is the sole railway revenue source, but it was given top importance more than forty years ago on WCF&N. It followed standard steam road practices in handling freight service, with road freight and switching as well as package car (box motor) service. When unit costs spiraled and motor truck competition became so powerful, the express and package services were ended, fading from the scene in the early 1940s. Thru freight has retained its strength, but the real value of WCF&N today seems to lie in the Waterloo switching district. Lightest operation of the system today is the Waverly branch. For years the two daily passenger car trips were used as mixed trains to bolster the frequency of accommodation of the towns of Denver and Waverly and the sight of a box car bobbing along behind the passenger motor, itself loaded mainly with express matter, was common.

The Cedar Falls branch freight operation was originally handled by box motors, with LCL in the car and carloads (one or two) trailing behind. For years, two daily round trips were made. As carload business grew, the box motors proved inadequate for the hauling job, and when LCL traffic dropped they were relegated to switching duties, as at the East Waterloo freight house.

#### POWER FACILITIES:

The power for operation of WCF&N came originally from a generating station owned by the company. It was located on a 13-acre site in west

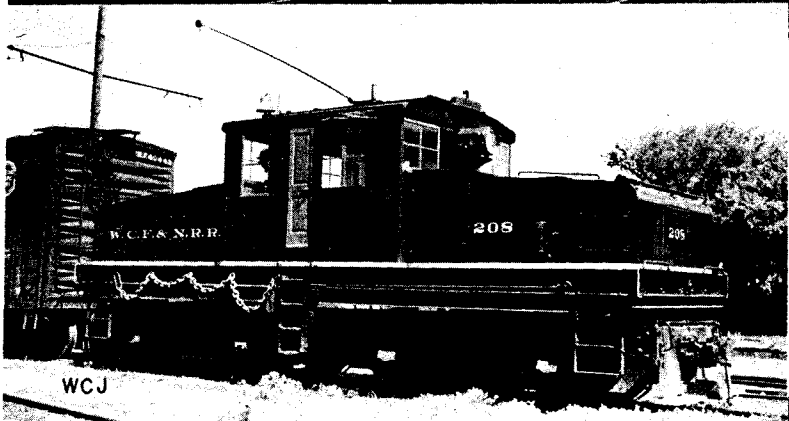
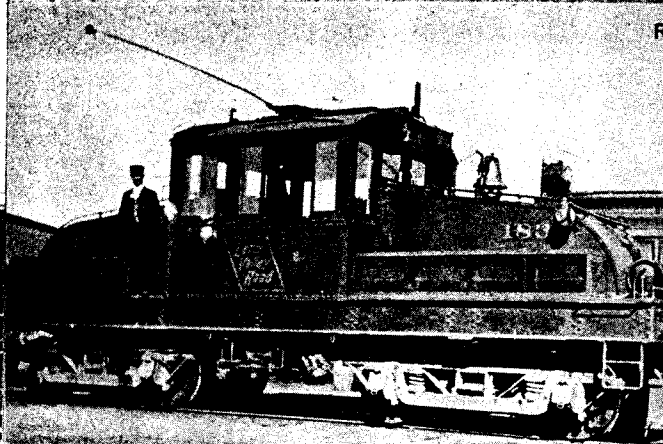
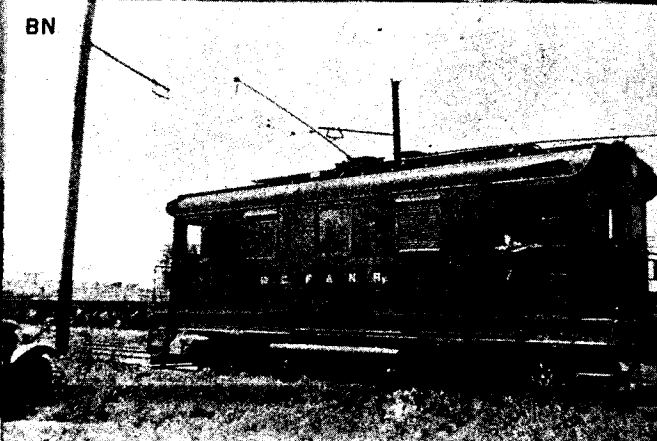
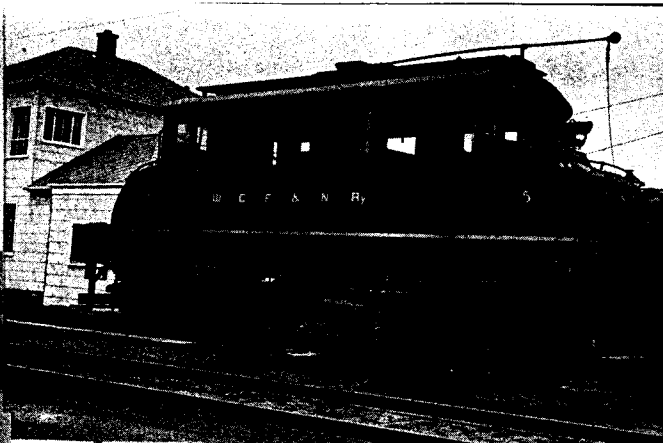
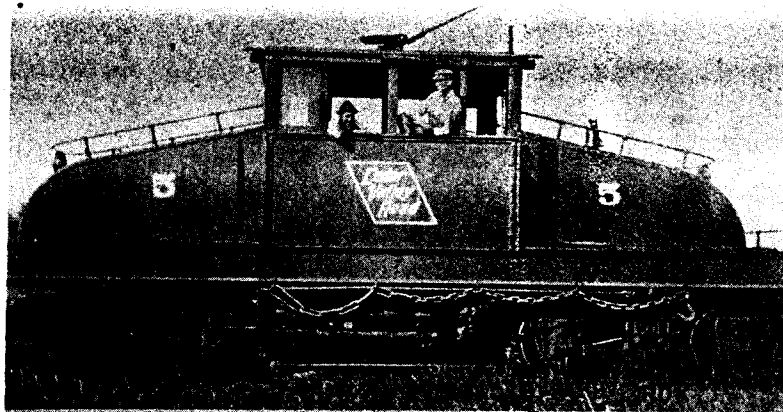
Waterloo near the junction of the Rock Island and Great Western Railroads. This site was selected because it was near the two railroads, which tapped the Iowa coal fields, and at the same time it was within 600 ft. of Blackhawk Creek, from which an excellent supply of water could be obtained.

In 1917 the plant had a capacity of 6000 kva and fed a transmission line at 44,000 volts, 25 cycles. The original substation layout fed the entire system with 650 volts at the trolley wire, but immediately upon completion in 1914, the Cedar Rapids district was changed to 1300 volts DC from a point in the northeast segment of the belt line to the edge of Cedar Rapids. The city lines in Waterloo, the Waverly and Cedar Falls districts and the line within Cedar Rapids below Shaver were operated at 650 volts DC, and this arrangement has persisted with minor changes in limits. When the street operation in Cedar Rapids was chopped off about 1941, the 1300 volt trolley wire was carried right to the terminal depot.

In addition to the power house, which contained rotary converters, 650 volt power was delivered from substations at Waverly, Denver, Farmer and Cedar Falls, as well as one in the carbarn at Waterloo. The initial layout on the Cedar Rapids district included 650 volt subs at Gilbertville, LaPorte City, Brandon, Urbana, Center Point and Shaver and it had been proposed to install equipment at Lafayette and Louisa. In the 1300 volt conversion, the proposed subs were eliminated, and those at LaPorte and Urbana were dropped as well.

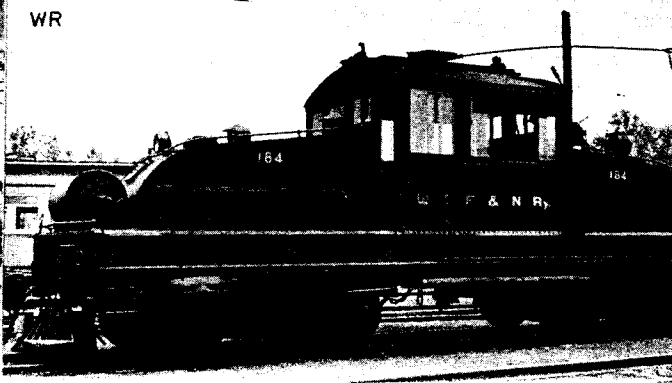
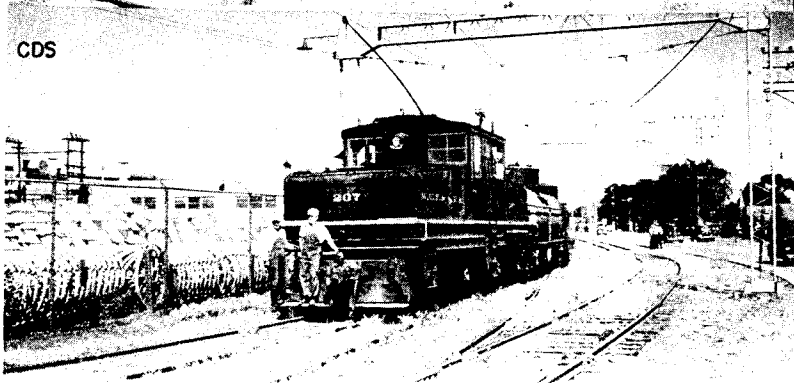
About 1940 the distribution system was entirely reconditioned in connection with the sale of the power house facilities and the conversion to purchased 60-cycle power. The project was accomplished quite economically by raising the trolley voltages to 700/1400 DC and respacing some of the subs. Some equipment from the then-recently abandoned Cincinnati & Lake Erie Railroad, together with other newly-built apparatus was used. At present, 700 volt subs are located at Waverly, Denver, Aladdin, East Belt; while 1400 volt subs are located at East Belt, LaPorte City, Urbana and Robins.

All overhead trolley lines with the exception of the Cedar Rapids interurban are standard direct suspension construction; in general, a 0000 trolley wire and a 0000 feeder are used. The line between Waterloo and Cedar Rapids is of the 5-point catenary construction with 150-ft. pole spacing on tangent track, the poles being 40-ft. in length. The catenary fittings are for chord-type construction, where the 0000 trolley and the 7/16" galvanized messenger remain in vertical alignment around curves.



Please refer to the roster for additional details of the many types of locomotives shown here.

58



#### RIGHT-OF-WAY:

The entire line in interurban areas is constructed on private right-of-way varying in width from 100 ft. between stations to 200 ft. or more, as required, at stations. Between LaPorte City and Brandon the line runs thru a rich limestone deposit which supplied a good crushed stone business for many years.

On main and passing tracks, running rail has a weight of 85 lb. per yard. Continuous rail joints are used, with tie plates on curves. The maximum curve is 5°, except in yards, and the ruling grade as 1%.

Steel bridges are designed for Cooper's E-50 loading. Most notable are the several concrete arch bridges, designed for Cooper's E-60 loading, viz, two 213-ton locomotives, followed by a train weighing 6000 lb. per lineal foot. The Elk Run bridge, just south of Waterloo, crosses the Cedar River on six 70-ft. concrete arch spans. It cost \$36,000 in 1912. Near LaPorte City there is a second crossing of the Cedar River, this time with nine spans costing \$75,000. A few years ago one of these spans was damaged by quicksand action and has been rebuilt with a timber trestle within the concrete arch. Steel trolley line poles are used on these bridges.

With the exception of a very few main roads, the highways in this area are dirt or gravel roads. There is no route which parallels closely the railway. The problems of grade crossing protection have not been serious, altho modern flashers and automatic crossing gates are employed at the relatively few main roads.

Of the several railroad grade crossings along the route, only those with the Illinois Central Railroad at Rath (East Belt) and West Tower, both at Waterloo, were provided with interlocking. The Rock Island Railroad crossing at Center Point, all railroad intersections (past and present) in Cedar Rapids and most others in the Waterloo and Cedar Falls district were at grade, with operation protected by flagging rules.

Automatic block signals are used only on the Cedar Falls line, from the Waterloo station at 4th & Mulberry to Cedar Falls, and on the leg of the belt line from West Tower to Park Jct., altho practically the entire road has always been single track. These are Nachod trolley contractor signals.

Direct track connection was made at the downtown Cedar Rapids station with the 600-volt line of the Cedar Rapids & Iowa City Railway and it is known that special passenger trains have operated thru to Iowa City.

#### REPAIR SHOPS:

Twenty-three acres of farming land at the north corporate limits of Waterloo were acquired to make up the shop and yards. The main building was a 12-stall roundhouse with a 55-ft. motor-driven turntable. The shop building was 72 ft. deep, built on a 130-ft. outside radius. Adjoining the roundhouse were storeroom and armature repair shops.

Other buildings on this general site include a dispatcher-yard office and a line department building, which was hurriedly converted to a temporary shop after the fire.

A city carbarn, located close to the East Waterloo freight house, is now the bus garage of the successor city transit company.

#### PASSENGER SERVICE:

The most colorful main line passenger service in Iowa, if not as fine as any in the midwest, was operated in the heyday of the WCF&N interurban line connecting Cedar Rapids and Waterloo.

For the high-speed limited service on this route, the company purchased in 1914 four combination passenger and baggage cars (140-143) and three parlor cars (100-102). These cars weighed 94,000 lb. and compared in size and accommodations with the best steam road equipment of their day.

The limited service added considerably to the whole operation in the way of publicity and putting snap into the whole operation. In 1917 the parlor cars contributed about \$8000 a year thru seat charges and buffet service, so it was no great surprise when the parlor cars were brought in for rebuilding into deluxe coaches in the late 1920s. In this form, as combination baggage-passenger-parlor-observation coaches, are WCF&N's 100s best known. Car 100 received an enclosed solarium end, but 101 and 102 retained their dust-prone open, brass-railed obs to the end.

Local passenger service in early days was handled by 35-ton wooden cars, some of which were only suitable for use on the 650-volt lines, while others could be used full speed on either 650 or 1300 volts. Obviously all cars would not successfully operate as multiple units, as their balancing speeds were different. However, the coach trailers could be worked in the middle or end of a train of any class equipment, heating and lighting them from the equipment with which they were working. Motor cars could be hauled as "dead" trailers on any train, using individual auxiliary circuits from the leading, or master, car of the train.

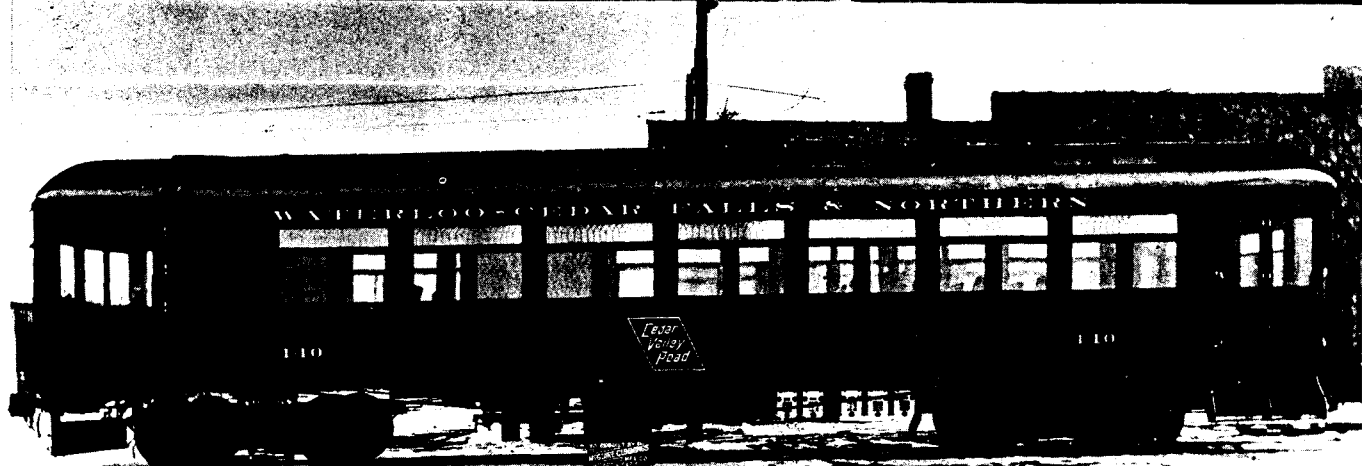
On special days, it was often necessary to make up trains of almost any conceivable combination. The flexibility was worked out so that 1300-volt and 650-volt cars could be operated in train on the 650-volt district without any care other than making the couplings.

#### CITY OPERATION:

The usual array of small city cars peppered WCF&N's fleet of equipment for Waterloo city service. In December 1915 one man car operation was instituted under the catch name "Quick Service Car". During the year 1915, the city system had been gradually falling off in receipts, so that the management felt that some step should be made to curtail the cost of operation without impairing the service.

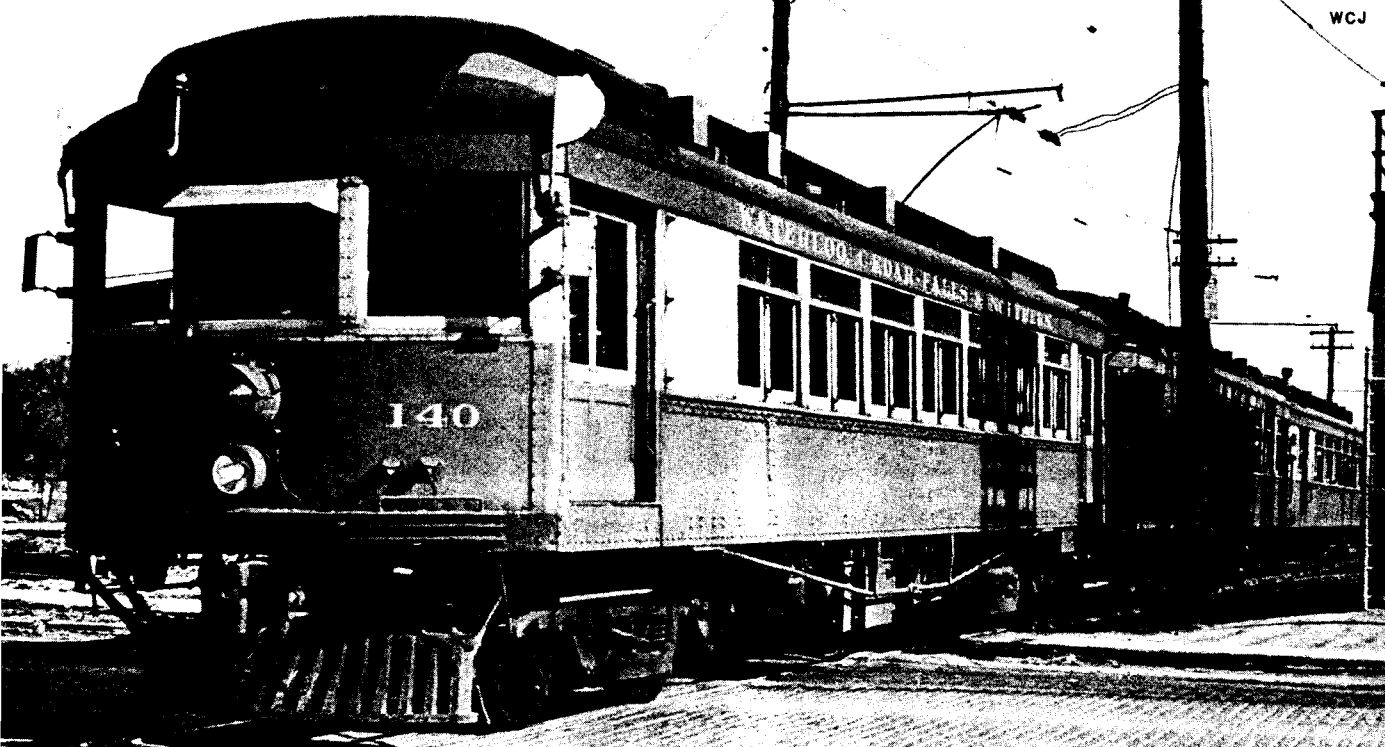


60



MGC

WCJ



This three-car special was snapped as it entered the Iowa City yard of the



**INCREASE IN RATES AND CHARGES**  
 Except as otherwise provided in connection with particular rates and charges and except as otherwise provided in Note 1 below, rates and charges in this report are subject to the Tariff of Increased Rates and Charges No. X-144, Agent L. E. Kipp's L. C. C. A-3384, supplements thereto or amendments thereto.  
 Note 1: Except as otherwise provided the operation of the provisions of this item which was suspended until January 1, 1944 and further suspended until July 1, 1944 is hereby further suspended until January 1, 1945. Effective January 1, 1945, the provisions of this item will again become effective.

**LIST OF STATIONS (Alphabetically Arranged)**

| Index | Stations                 | Index | Stations  |
|-------|--------------------------|-------|-----------|
| 1     | Albion Station, Waterloo | 16    | Coleraine |
| 2     | Bakken                   | 17    | Coleraine |
| 3     | Bradley                  | 18    | Coleraine |
| 4     | Center Point             | 19    | Coleraine |
| 5     | Center Point             | 20    | Coleraine |
| 6     | Center Point             | 21    | Coleraine |
| 7     | Center Point             | 22    | Coleraine |
| 8     | Center Point             | 23    | Coleraine |
| 9     | Center Point             | 24    | Coleraine |
| 10    | Center Point             | 25    | Coleraine |
| 11    | Center Point             | 26    | Coleraine |
| 12    | Center Point             | 27    | Coleraine |
| 13    | Center Point             | 28    | Coleraine |
| 14    | Center Point             | 29    | Coleraine |
| 15    | Center Point             | 30    | Coleraine |

**LIST OF STATIONS WITH DISTANCES (Geographical Arrangement)**

| Index | Stations | Year Waterloo | Center Falls | LaPorte City | Waverly | Coler Rapids |
|-------|----------|---------------|--------------|--------------|---------|--------------|
| 1     | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 2     | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 3     | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 4     | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 5     | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 6     | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 7     | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 8     | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 9     | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 10    | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 11    | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 12    | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 13    | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 14    | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 15    | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 16    | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 17    | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 18    | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 19    | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 20    | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 21    | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 22    | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 23    | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 24    | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 25    | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 26    | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 27    | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 28    | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 29    | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |
| 30    | Waterloo | 0.0           | 1.8          | 19.4         | 21.8    | 61.5         |

**EXPLANATION OF ABBREVIATIONS**

Waterloo Cedar Falls & Northern Railway  
 Chicago Great Western Railway  
 Chicago Rock Island and Pacific Railway  
 Chicago Milwaukee St. Paul and Pacific Railroad  
 Illinois Central Railroad

**TABLE II**

**GROSS REVENUES, OPERATING EXPENSES AND NET INCOME**

YEARS 1924-1940

**OPERATING EXPENSES, GROSS REVENUE DEPRECIATION AND TAXES**

| Year | Gross Revenue | Operating Expenses | Net Income |
|------|---------------|--------------------|------------|
| 1924 | \$865,099     | \$831,214          |            |
| 1925 | 829,850       | 868,957            |            |
| 1926 | 917,213       | 799,148            |            |
| 1927 | 983,447       | 873,889            |            |
| 1928 | 1,126,159     | 919,703            |            |
| 1929 | 1,311,152     | 1,081,283          |            |
| 1930 | 1,083,544     | 940,497            |            |
| 1931 | 791,281       | 782,055            |            |
| 1932 | 574,054       | 637,973            |            |
| 1933 | 585,463       | 608,776            |            |
| 1934 | 683,399       | 692,712            |            |
| 1935 | 884,982       | 777,892            |            |
| 1936 | 1,095,303     | 920,266            |            |
| 1937 | 1,223,356     | 1,082,616          |            |
| 1938 | 1,072,668     | 1,034,111          |            |
| 1939 | 1,220,406     | 1,125,111          |            |
| 1940 | 1,329,016     | 1,111,111          |            |

include Interstate Commerce Commission and the year, correcting 1920 and prior years' accruals. Retirement Act Taxes became effective. These figures indicate deficits.

income before fixed charges.

**COMMENTS ON OPERATIONS**

Although Operating Revenues were less than 1934 by \$42,123, Net Income after providing for payment of full 5% bond interest, increased from \$2,385 to \$31,530 as a result of economies effected.

The Railroad was hit hard in the past year by a sharp drop in coal traffic. Natural gas in the cities of Waterloo and Cedar Falls. However, we were able to make up a large part of this loss and some additional traffic decrease by gains in other carloads handled, principally of farm tractors and materials used in their manufacture, grain and grain products and packing house products.

Total Operating Revenues for the year amounted to \$1,844,144 compared to \$1,886,266 for the previous year and Freight Revenue was \$1,746,301, a decrease of \$39,244 or 2.1%.

Passenger Revenue declined from \$13,029 to \$6,773. An endeavor by the Railroad last spring to curtail passenger service, which is unprofitable, by discontinuance of all remaining passenger trains between Waterloo and Cedar Rapids and between Waterloo and Waverly resulted in a formal hearing before the Iowa Commerce Commission. Subsequently, the Commission authorized discontinuance of daily passenger trains between these points which took effect August 11, but required that we continue our week end passenger train service consisting of one round trip between Waterloo and Cedar Rapids on Friday, Saturday and Sunday of each week. In February 1936, following consideration of the results authorized by the Railroad to discontinue the week end train service effective February 20, 1936. With this discontinuance, our only passenger service left is some street car service between Waterloo and Cedar Falls.

All Other Revenues were \$91,069, an increase of \$3,377 or 3.9%.

Operating Expenses amounting to \$1,637,079 were \$145,822 or 8.7% lower than in 1934. The decrease was made possible, largely, by permanent efforts toward greater economies of operation. Hire of Equipment expense was up due to circumstances necessitating a longer detention of cars on our rails in some instances.

Following is a comparison with the previous year of operating expenses by principal classification:

| Classification                    | 1935      | 1934      |
|-----------------------------------|-----------|-----------|
| Maintenance of Way and Structures | \$304,779 | \$345,542 |
| Maintenance of Equipment          | 184,136   | 240,826   |
| Power                             | 82,348    | 88,842    |
| Conducting Transportation         | 549,704   | 574,379   |
| Traffic                           | 66,026    | 67,238    |
| General and Miscellaneous         | 226,457   | 254,704   |
| Hire of Equipment                 | 223,619   | 211,370   |
|                                   | 1,637,079 | 1,782,901 |

**SHORT LINE MILEAGE**

Between the stations named below, the following short line mileages will be used in determining rates.

| Between       | And                      | Mileage to be used |
|---------------|--------------------------|--------------------|
| Center Rapids | Waterloo                 | 25 Miles           |
| Center Rapids | Albion Station, Waterloo | 25 Miles           |
| Center Rapids | Center Point             | 40 Miles           |
| Center Rapids | Waverly                  | 75 Miles           |
| Center Rapids | LaPorte City             | 75 Miles           |

**LIST OF JUNCTION STATIONS**

Between points of interconnection, the following freight charges of the railroad on interjunction traffic not covered by this tariff, which charges are to be added to the regular freight charges at the junction points from which the train starts, unless otherwise specified, include cost of transfer.

THIS T. C. F. & N. R. IS TO DEPOSIT OF TRANSFER CHARGES FROM THE DEPT. OF TRANSPORTATION

**AT WHICH CARLOAD FREIGHT IS INTERCHANGED AND TRANSFER CHARGES FROM THE DEPT. OF TRANSPORTATION**

| Stations            | Transferred to 100 pounds or more | Minimum Charge per Carload (except as noted) |
|---------------------|-----------------------------------|----------------------------------------------|
| Waterloo, Iowa      | 0                                 | 20 Cents                                     |
| Center Falls, Iowa  | 0                                 | 15 "                                         |
| Waverly, Iowa       | 0                                 | 15 "                                         |
| LaPorte City, Iowa  | 0                                 | 15 "                                         |
| Center Point, Iowa  | 0                                 | 15 "                                         |
| Center Rapids, Iowa | 0                                 | 15 "                                         |

**AT WHICH CARLOAD FREIGHT IS INTERCHANGED, ALSO INTERMEDIATE RAILWAY AND CHARGE PER CAR**

WHICH DELIVERY IS EFFECTED THROUGH INTERMEDIATE RAILWAY

| Stations            | Intermediate Railway      | Charge Per Carload (except as noted) |
|---------------------|---------------------------|--------------------------------------|
| Waterloo, Iowa      | Chicago Great Western Ry. | No Charge                            |
| Center Falls, Iowa  | Chicago Great Western Ry. | No Charge                            |
| Waverly, Iowa       | Chicago Great Western Ry. | No Charge                            |
| LaPorte City, Iowa  | Chicago Great Western Ry. | No Charge                            |
| Center Point, Iowa  | Chicago Great Western Ry. | No Charge                            |
| Center Rapids, Iowa | Chicago Great Western Ry. | No Charge                            |

Federal and State Income Taxes increased \$42,322 and All Other Taxes, the aggregate, decreased \$4,449. On January 1, 1936, the tax rate paid by the railroad for Railroad Unemployment Insurance was increased from 1/2 percent to 1 1/2 percent on taxable payroll.

Contingent Interest charges as reflected in the Summary of Earnings were \$27,815 compared to \$9,540 in 1934; thus providing for payment of maximum interest of 5% on the Income Mortgage Bonds for the year 1935.

Railway Operating Income increased \$65,825 and as per Summary of Earnings Net Income after all charges amounted to \$31,530.28 compared to \$2,385.10 in 1934, an increase of \$29,145.18. In accordance with the Indenture securing the Income Mortgage 5% Bonds, \$29,242.02 was appropriated for the Sinking Fund, leaving \$22,288.26 available for other corporate purposes.

There was no statement in the diversion of freight business to highway carriers in 1935 and this truck competition again made severe inroads into our revenues. The Railroad is continuing to oppose all truck applications that affect its interests.

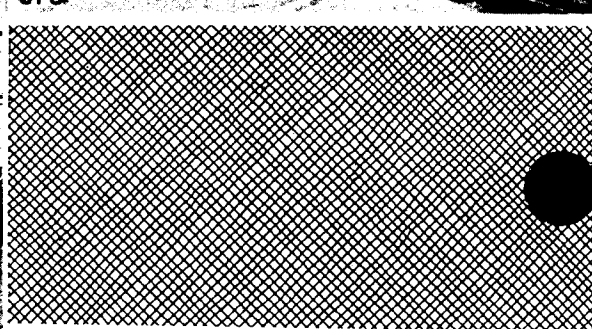
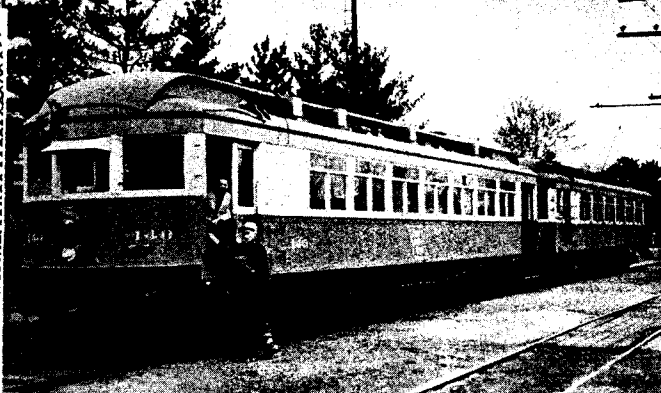
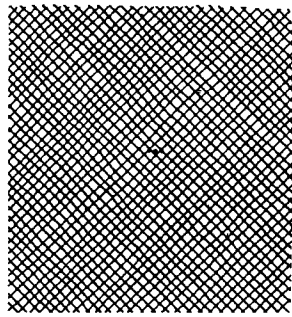
**FINANCIAL**

At the year's end, current assets aggregated \$1,882,802 and exceeded current liabilities by \$856,250, an increase of \$25,322 during the year. Exclusive of materials and supplies, net current assets amounted to \$619,477 at December 31, 1935.

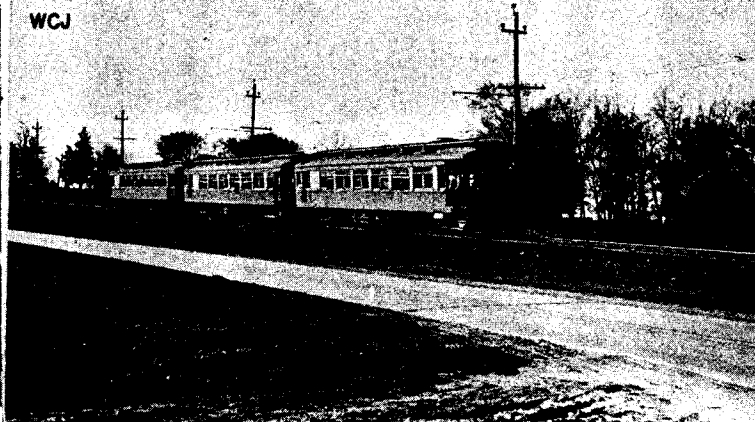
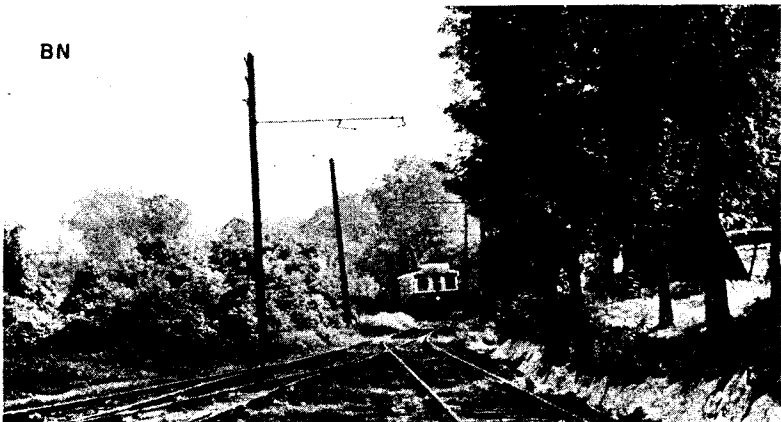
Income Mortgage Bonds in the principal amount of \$5,600 were purchased by the Railroad during the year at a cost of \$5,390. Of the \$388,000 principal amount of said Bonds owned and held alive in the treasury at the end of 1934, \$2,600 were surrendered to the Trustee in satisfaction of the Sinking Fund Payment due April 1, 1935, and \$31,700 will be surrendered in 1936 in satisfaction of the Sinking Fund Payment due on April 1, 1936.

Also, the insurance proceeds of \$104,987.50 received in 1934 as a result of our shops fire and an amount of \$7,316.30 of the proceeds received in 1934 from a sale of land - a total of \$112,303.80, were paid over to the Trustee during the past year and partially utilized by the Trustee to purchase and retire \$91,200 of Income Mortgage Bonds at a cost of \$91,007.75.

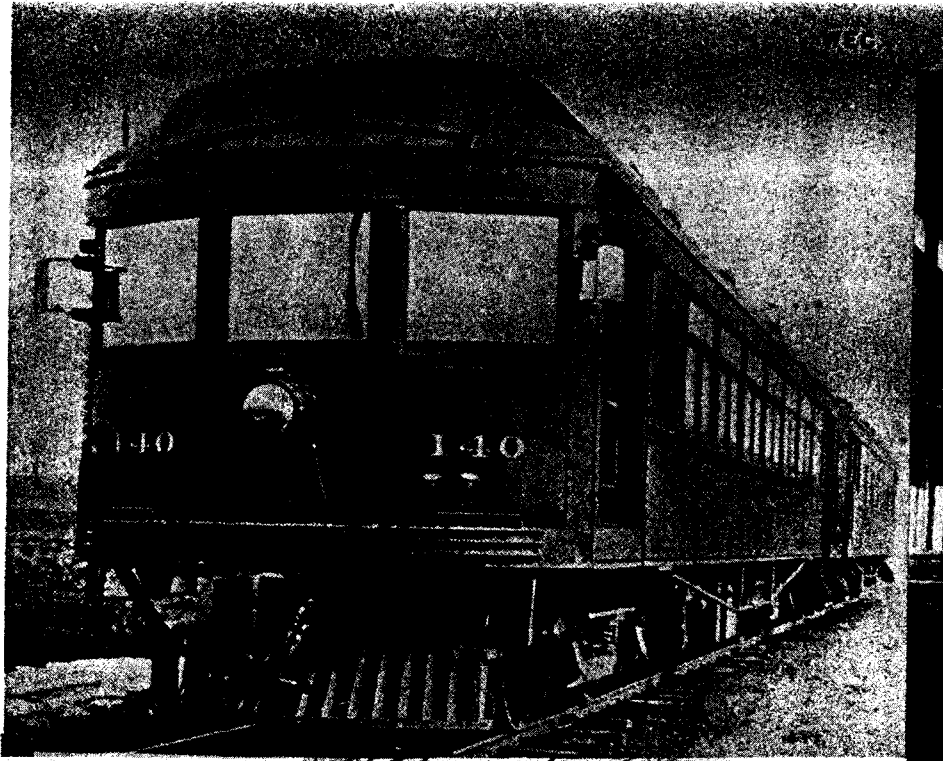
At the close of the year there were outstanding \$556,300 of Income Mortgage Bonds representing a reduction of \$1,716,900 or about 75% in its mortgage debt since inception of the Railroad on April 1, 1944.



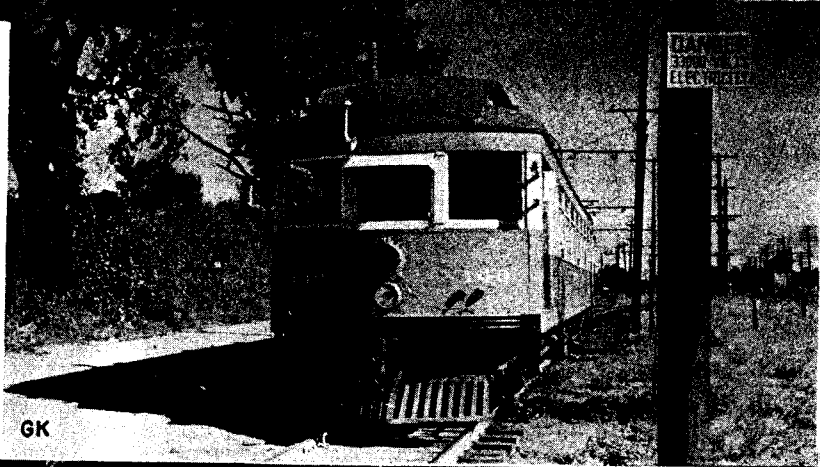
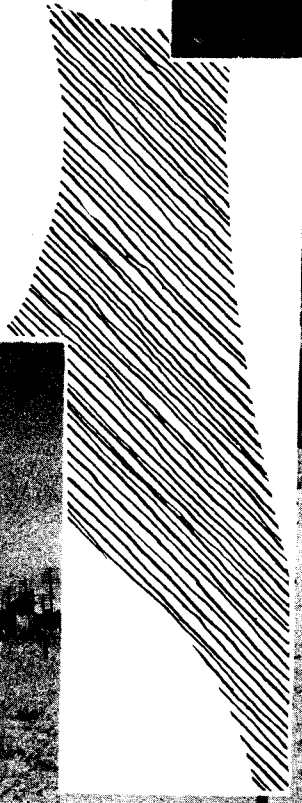
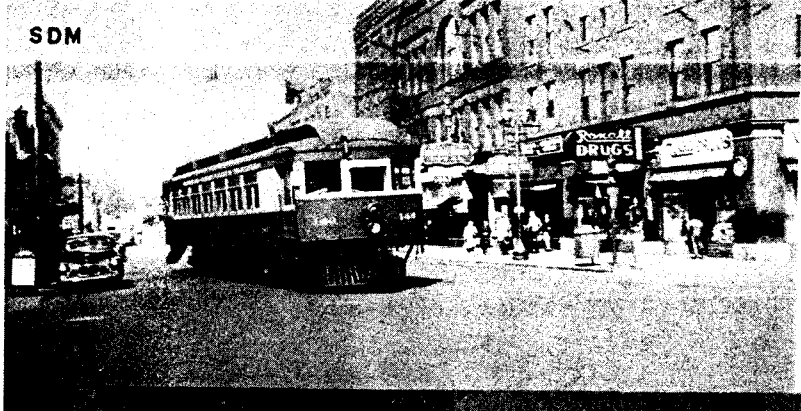
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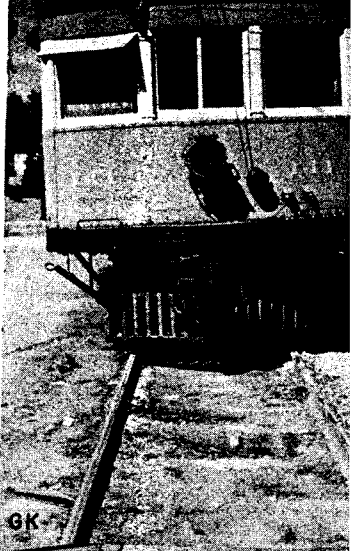




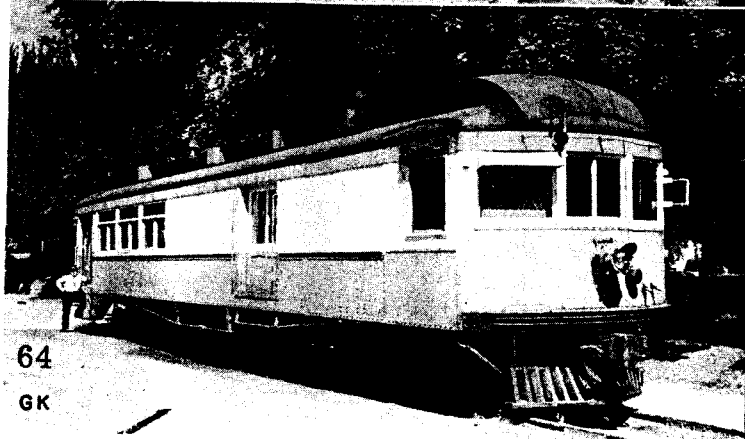
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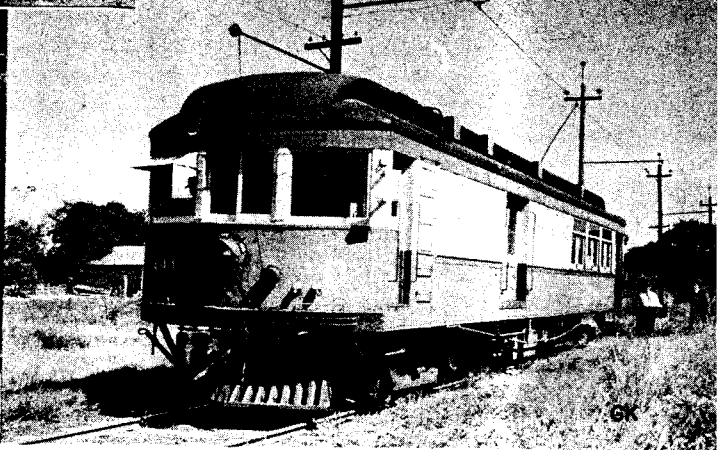


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64

GK



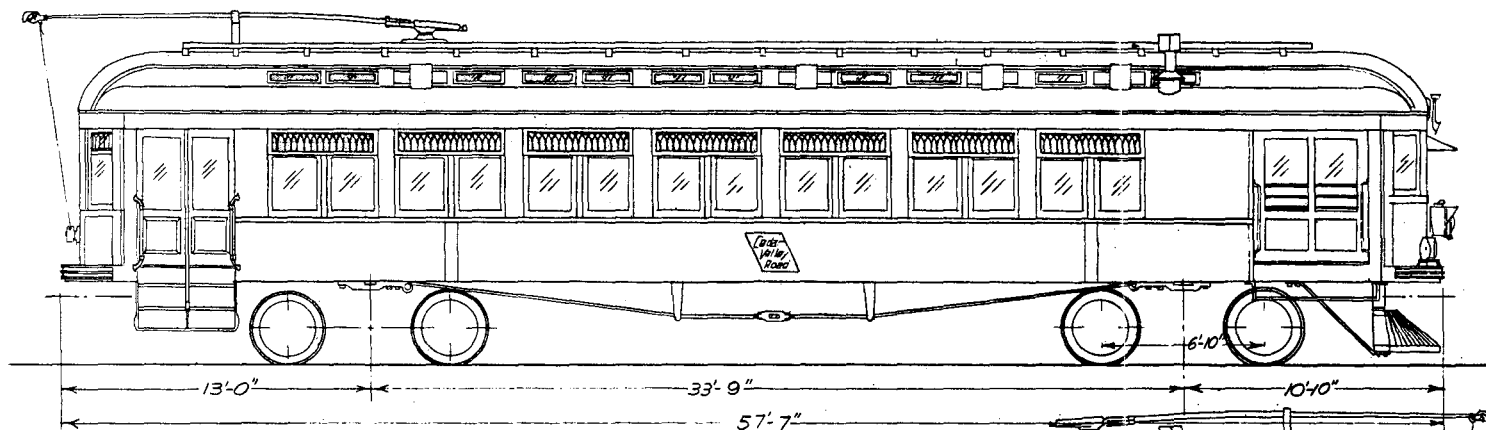
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ROSTER OF THE WATERLOO, CEDAR FALLS & NORTHERN RAILROAD COMPANY

| NUMBERS  | BUILDER   | DATE | LENGTH | WIDTH | HEIGHT | SEATS | WEIGHT  | MOTORS    | HP  | TRUCKS      | WHEELS | CONTROLS | NOTES                                                                                     |
|----------|-----------|------|--------|-------|--------|-------|---------|-----------|-----|-------------|--------|----------|-------------------------------------------------------------------------------------------|
| 1        | WCF&N     | 1909 | 51-0   | 9-1   | 12-0   | --    | 45,000  | 4-GE80    | 40  | McGuire 20A | 33     | K28B     | Work car, rebuilt 1913, scrapped 1936                                                     |
| 2        | WCF&N     | 1909 | 42-0   | 9-8   | 12-5   | --    | 43,500  | 4-WH327C  | 55  | McGuire 20A | 33     | K28B     | Work car, retired 1941, motors to 208 & 222, scrapped 1947                                |
| 3        | WCF&N     | 1910 | 28-10  | 9-0   | --     | --    | 60,000  | 4-AC75    | 60  | Taylor      | 33     | K14      | Locomotive, burned at Cedar Falls car barn fire 9/15/16                                   |
| 4        | WCF&N     | 1910 | 31-0   | 9-0   | 13-0   | --    | 110,700 | 4-GE73    | 90  | McGuire     | 33     | MK       | Locomotive, rebuilt 1930, had AC75 motors and K14 controls                                |
| 5        | WCF&N     | 1912 | 33-4   | 9-8   | 13-6   | --    | 114,000 | 4-GE73    | 90  | McGuire     | 33     | HL       | Locomotive, had C74f controls when built                                                  |
| 6        | Baldwin   | 1927 | 35-6   | 9-0   | 12-0   | --    | 100,000 | 4-WH562D6 | 100 | Baldwin     | 36     | HL       | Locomotive                                                                                |
| 7        | NST       | 1925 | 32-3   | 9-6   | 13-1   | --    | 114,000 | 4-GE239   | 250 | American    | 36     | M        | Ex-Toronto Suburban 300 purchased 1936 from NST                                           |
| 9        |           |      |        |       |        |       |         | Trailer   |     |             |        | None     | Passenger trailer burned at Cedar Falls 9/15/16                                           |
| 11       | WCF&N     | 1909 | 28-0   | 8-0   | --     | --    | 30,000  | 2-GE301   | 40  | McGuire     | 33     | K10      | ST Line Car scrapped 1928                                                                 |
| 14       |           |      |        |       |        |       |         | Trailer   |     |             |        | None     | Passenger trailer burned at Sams Souci 10/1/16                                            |
| 15       | Wagner    |      | 59-1   | 10-0  | 13-5   | 52    | 53,600  | Trailer   |     | Wagner      | 33     | None     | Rebuilt 1913, scrapped 1936                                                               |
| 16       | Wagner    |      | 61-0   | 9-8   | 13-7   | 58    | 57,800  | Trailer   |     | Wagner      | 33     | None     | Scrapped 1928                                                                             |
| 17       | Wagner    |      | 61-0   | 9-8   | 13-7   | 52    | 53,300  | Trailer   |     | Wagner      | 33     | None     | Rebuilt 1925, scrapped 1936                                                               |
| 18       | Wagner    |      | 63-1   | 9-8   | 13-10  | 62    | 54,000  | Trailer   |     | Wagner      | 33     | None     | Rebuilt to express trailer 1922, scrapped 1936                                            |
| 20       | Pullman   | 1897 | 45-4   | 8-7   | 12-0   | 48    | 46,600  | 4-GE80    | 40  | McGuire 20A | 33     | K28B     | Rebuilt 1920 to express trailer, new weight 32,500, scrapped 1936                         |
| 21       | Pullman   | 1897 | 44-11  | 8-7   | 12-2   | --    | 65,400  | 4-WH327C  | 55  | Peckham     | 33     | HL       | Rebuilt into line car 1913, scrapped 1925, equipment to 80                                |
| 22       |           |      | 43-0   | 8-10  | --     | --    | 41,600  | 2-AC301   | 40  | McGuire     | 33     | K12      | Open excursion car, scrapped 1924                                                         |
| 25       | McGuire-C | 1909 | 53-2   | 9-2   | 13-6   | --    | 75,760  | 4-WH317A3 | 90  | McGuire 20A | 33     | HL       | Express car, scrapped 1947                                                                |
| 26       | McGuire-C | 1911 | 53-2   | 9-2   | 13-6   | --    | 78,500  | 4-WH317A3 | 90  | McGuire 20A | 33     | M        | Express car, sold 1946, originally had GE73 motors and C74f controls                      |
| 27       | McGuire-C | 1912 | 52-2   | 9-0   | 12-4   | --    | 54,600  | 4-GE80    | 40  | McGuire 20A | 33     | K28B     | Express car, burned at Cedar Falls 9/15/16                                                |
| 27       | McGuire-C | 1908 | 51-7   | 9-2   | 12-11  | --    | 69,000  | 4-WH317A3 | 90  | McGuire 20A | 33     | HL       | Express car, rebuilt 1931 from 81, scrapped 1952                                          |
| 28       | McGuire-C | 1912 | 52-2   | 9-0   | 12-4   | --    | 54,600  | 4-GE80    | 40  | McGuire 20A | 33     | K28B     | Express car, scrapped 1925                                                                |
| 29       |           |      | 59-4   | 9-0   | --     | 50    | 60,000  | 4-WH317A3 | 90  |             | 36     | HL       | Interurban passenger car, scrapped 1924                                                   |
| 30       | McGuire-C | 1910 | 57-6   | 9-2   | 13-6   | 52    | 74,600  | 4-WH317A3 | 90  | McGuire 70A | 36     | HL       | Scrapped 1936                                                                             |
| 31       | McGuire-C | 1910 | 57-6   | 9-2   | 13-6   | 52    | 77,200  | 4-WH317A3 | 90  | McGuire 70A | 36     | HL       | Last wooden interurban car, scrapped 1942, last used 1936                                 |
| 32       | McGuire-C | 1910 | 57-6   | 9-2   | 13-6   | 52    | 75,800  | 4-WH317A3 | 90  | McGuire 70A | 36     | HL       | Scrapped 1936                                                                             |
| 33-34    | McGuire-C | 1912 | 58-9   | 9-2   | 13-10  | 52    | 77,800  | 4-WH317A3 | 90  | McGuire 70A | 36     | HL       | Scrapped 1936                                                                             |
| 40-49    | McGuire-C | 1909 | 28-11  | 7-10  | 11-2   | 24    | 22,000  | 2-AC301   | 40  | Columbian   | 33     | K10      | ST closed city cars, rebuilt 1915 to one-man, scrapped 1924                               |
| 50-54    | McGuire-C | 1910 | 28-11  | 7-10  | 11-2   | 24    | 22,000  | 2-AC301   | 40  | Columbian   | 33     | K10      | ST closed city cars, one-man 1915, scrapped 1924                                          |
| 60-74    | McGuire-C | 1909 | 28-4   | 10-0  | 11-0   | 50    | 22,000  | 2-AC301   | 40  | Columbian   | 33     | K10      | ST open city cars, scrapped 1924                                                          |
| 79       | McGuire-C | 1912 | 31-0   | 8-4   | 12-0   | --    | 30,400  | 2-GE80    | 40  | Taylor      | 33     | K36J     | ST line car, rebuilt 1928 from 303, scrapped 1949                                         |
| 80       | McGuire-C | 1908 | 51-7   | 8-10  | 13-7   | --    | 79,100  | 4-WH317A3 | 90  | McGuire 20A | 33     | HL       | Rebuilt 1925 to line car replacing 21                                                     |
| 81       | McGuire-C | 1908 | 51-7   | 9-2   | 12-11  | 44    | 69,000  | 4-WH317A3 | 90  | McGuire 20A | 33     | HL       | Rebuilt 1931 to express motor 27                                                          |
| 90-99    | McGuire-C |      | 24-7   | 7-7   | 10-6   | 35    |         | Trailer   |     |             | 33     | None     | ST open city cars, scrapped 1917, 91 in 1916, 95, 99 in 1919                              |
| 100      | McGuire-C | 1915 | 60-3   | 10-4  | 13-9   | 41    | 102,700 | 4-WH333E7 | 125 | McGuire 70A | 36     | HL       | Originally parlor car, to coach 1920, completely rebuilt in 1928                          |
| 101      | McGuire-C | 1915 | 60-0   | 10-4  | 13-9   | 40    | 94,830  | 4-WH333E7 | 125 | McGuire 70A | 36     | HL       | Originally parlor car, rebuilt to coach in 1918                                           |
| 102      | McGuire-C | 1915 | 60-0   | 10-4  | 13-9   | 40    | 100,120 | 4-WH333E7 | 125 | McGuire 70A | 36     | HL       | Originally parlor car, rebuilt to coach in 1921                                           |
| 140      | McGuire-C | 1915 | 58-3   | 10-7  | 13-9   | 52    | 95,320  | 4-WH333E7 | 125 | McGuire 70A | 36     | HL       | Out of service since 1950                                                                 |
| 141      | McGuire-C | 1915 | 58-3   | 10-7  | 13-9   | 20    | 96,560  | 4-WH317A3 | 90  | McGuire 70A | 36     | HL       | Rebuilt in 1936, had WH333 motors, out of service since 1950                              |
| 142      | McGuire-C | 1915 | 58-3   | 10-7  | 13-9   | 50    | 94,000  | 4-WH317A3 | 90  | McGuire 70A | 36     | HL       | Out of service since 1950                                                                 |
| 143      | McGuire-C | 1915 | 58-3   | 10-7  | 13-9   | 52    | 94,260  | 4-WH333E7 | 125 | McGuire 70A | 36     | HL       | Burned 1925                                                                               |
| 150      | Pullman   | 1915 | 59-0   | 10-0  | 13-2   | --    |         | Trailer   |     | Pullman     |        | None     | Private car, not used in interurban service, sold 1922 to Sugarland Ry., Sugarland, Texas |
| 180      | McGuire-C | 1915 | 35-0   | 9-1   | 13-1   | --    | 120,000 | 4-WH308E3 | 240 | McGuire     | 36     | HL       | Sold 1922 to Iowa Transfer Railway No. 1, Fort Dodge Line 208 in 1950                     |
| 181-184  | McGuire-C | 1915 | 35-0   | 9-1   | 13-1   | --    | 120,300 | 4-WH308E3 | 240 | McGuire     | 36     | HL       | 1300 volt locomotives 182, 183*                                                           |
| 185      | Baldwin   | 1912 | 32-2   | 10-1  | 12-0   | --    | 124,500 | 4-WH308D3 | 240 | Baldwin     | 36     | HL       | Ex-Southern Pacific 100, P&SR 100, purchased 1942                                         |
| 186-187  | Baldwin   | 1912 | 32-2   | 10-1  | 12-0   | --    | 125,500 | 4-WH308D3 | 240 | Baldwin     | 36     | HL       | Ex-SP 101-102, Interstate Mining Co. 210, 209 purchased 1944                              |
| 190      | GE        | 1914 | 36-0   | 9-7   | 13-2   | --    | 131,000 | 4-GE251B  | 240 | American    | 36     | HL       | Ex-Bush Terminal 23 purchased 1939, rebuilt 1939 by WCF&N                                 |
| 207-208  | GE        | 1931 | 37-6   | 8-10  | 14-10  | --    | 170,000 | 4-GE18A2  | 250 | GE          | 46     | M        | Ex-Interstate Mining Co. 207, 208 purchased 1947                                          |
| 200-202  | American  | 1914 | 40-0   | 8-10  | 12-0   | 40    | 37,660  | 2-GE203   | 50  | Baldwin M   | 34     | K36J     | Purchased 1932 from Interstate Power Co., Dubuque, same nos., 200-222                     |
| 204, 206 | American  | 1914 | 40-0   | 8-10  | 12-0   | 40    | 37,660  | 2-GE203   | 50  | Brill 39E   | 34     | K36J     | 204 scrapped 1938, 206 in 1941                                                            |
| 208      | American  | 1914 | 40-0   | 8-10  | 12-0   | 40    | 37,660  | 2-WH327C  | 55  | Brill 39E   | 34     | K36J     | Motors in 1942 from 2, scrapped 1947                                                      |
| 210      | American  | 1914 | 40-0   | 8-10  | 12-0   | 40    | 37,660  | 2-GE203   | 50  | Baldwin M   | 34     | K36J     | Scrapped 1948                                                                             |
| 212-220  | American  | 1914 | 40-0   | 8-10  | 12-0   | 40    | 37,660  | 2-GE203   | 50  | Brill 39E   | 34     | K36J     | Even numbers only, scrapped 1938-1941                                                     |
| 222      | American  | 1914 | 40-0   | 8-10  | 12-0   | 40    | 37,660  | 2-WH327C  | 55  | Brill 39E   | 34     | K36J     | Scrapped 1949, motors from 2 in 1943                                                      |
| 300-305  | McGuire   | 1912 | 32-2   | 8-5   | 11-6   | 32    | 28,000  | 2-AC301   | 40  | Taylor      | 33     | S3       | 303 rebuilt into line car 79 in 1928                                                      |
| 306-311  | McGuire   | 1913 | 32-2   | 8-5   | 11-6   | 32    | 24,800  | 2-WH323   | 38  | Taylor      | 33     | K36J     | 306 rebuilt into plow X5                                                                  |
| 350-369  | American  | 1921 | 28-0   | 8-0   | 9-9    | 32    | 14,550  | 2-WH508A  | 25  | Brill 79E   | 26     | K63RB    | Brineys, scrapped 1936, 359 scrapped 1937 / 381*                                          |
| 380-382  | Thomas    | 1930 | 39-6   | 8-5   | 10-9   | 48    | 32,500  | 4-GE265   | 35  | Brill 76EIX | 26     | K75      | Ex-Knoxville 380, 379 & 375, purchased 1948, 380 burned 10/22/49                          |
| X1       | McGuire   | 1906 | 28-3   | 9-0   | 11-0   | --    | 26,150  | 2-GE80    | 40  | McGuire     | 33     | K36J     | Sweeper, had K10 controls                                                                 |
| X2       | McGuire-C | 1910 | 28-3   | 9-0   | 11-0   | --    | 26,150  | 2-GE80    | 40  | McGuire     | 33     | K36J     | Sweeper had K10 controls, K36 from 200's                                                  |
| X3       | McGuire-C | 1912 | 28-3   | 9-0   | 11-0   | --    | 26,150  | 2-GE80    | 40  | McGuire     | 33     | K36J     | Sweeper had K10 controls, K36 from 200's                                                  |
| X4       |           |      | 35-6   | 9-3   | --     | --    | 40,000  | Trailer   |     | MCB         | 33     | None     | Plow rebuilt from flat car 2186                                                           |
| X5       | McGuire-C | 1913 | 32-2   | 8-11  | 12-0   | --    | 40,000  | 2-WH323   | 38  | McGuire     | 33     | K10      | Sweeper purchased for parts 1936, ex-Dubuque Electric Co., scrapped/1941                  |
| X6       | McGuire-C |      | 28-3   | 9-0   | 11-0   | --    | 26,000  | 2-GE67    | 40  | McGuire     |        |          |                                                                                           |
| X3008    |           |      |        |       |        | --    |         | Trailer   |     |             |        | None     | Snow plow & flanger                                                                       |
| X3009    |           |      |        |       |        | --    |         | Trailer   |     |             |        | None     | Snow plow                                                                                 |

The above roster was compiled by James J. Buckley from company files. It goes back to about 1910. Steam engines 6-9 were sold to the Kansas City Northwestern Ry. in 1917. This 173 mile line was abandoned in 1919 and torn up in 1925. There was other equipment, especially city cars, which were destroyed in a couple of early fires. There were at least two other interurban cars similar to 20 and 21, probably 10 and 15. Pullman also built two trailers to go with these cars. No. 9 listed in this roster could have been one of them. \*Destroyed in the roundhouse fire of October, 1954.

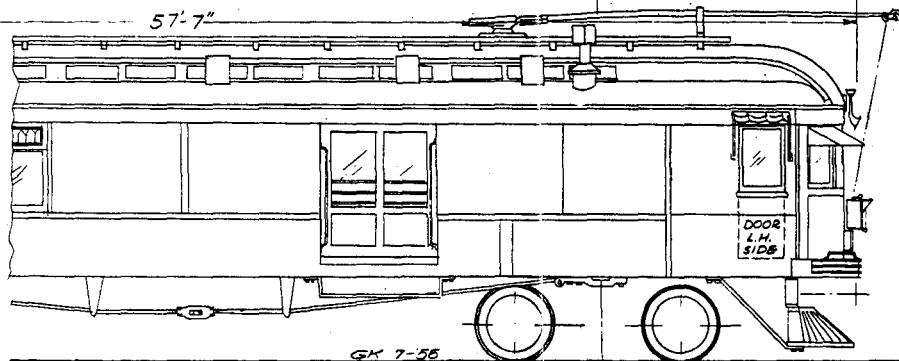




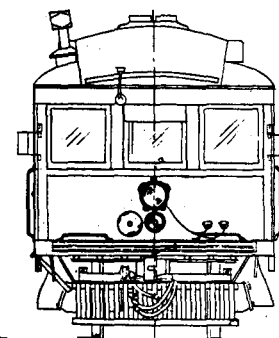
WATERLOO, CEDAR-FALLS & NORTHERN  
**CARS 140-143**

Builder: McGuire-Cummings Mfg. Co., Paris, Illinois.  
 These four cars were built as combination baggage-smoker-passenger cars for limited service as head-end cars with 100-class parlor-buffet cars attached to the rear on certain trips. In later years the 140-class (143 was destroyed at an early date) replaced wooden equipment in local service, while rebuilt 100s handled the limited service without help. Throughout the '30s and early '40s, the 140s were actually surplus, going into action only when a 100 was crippled or to handle a special peak load. During the War, the 140s worked their hardest, as two-car trains again became common.

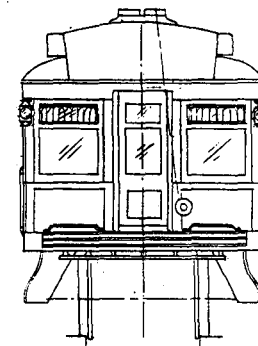
Car 141 was rebuilt into a small capacity coach for use in Waverly-Waterloo service, with a huge express compartment.



SIDE ELEVATION OF  
 FORWARD END OF CAR 141  
 AS REBUILT



FORWARD END OF CAR  
 (Car 141 varies - has R. H. cab)



REAR END OF CAR  
 (Art glass upper panes removed.)

ROSTER OF THE WATERLOO, CEDAR FALLS & NORTHERN RAILROAD COMPANY

| NUMBERS  | BUILDER   | DATE | LENGTH | WIDTH | HEIGHT | SEATS | WEIGHT  | MOTORS    | HP  | TRUCKS      | WHEELS | CONTROLS | NOTES                                                                                     |
|----------|-----------|------|--------|-------|--------|-------|---------|-----------|-----|-------------|--------|----------|-------------------------------------------------------------------------------------------|
| 1        | WCF&N     | 1909 | 51.0   | 9-1   | 12-0   | --    | 45,000  | 4-GE80    | 40  | McGuire 20A | 33     | K28B     | Work car, rebuilt 1913, scrapped 1936                                                     |
| 2        | WCF&N     | 1909 | 42.0   | 9-8   | 12-5   | --    | 43,500  | 4-WH327C  | 55  | McGuire 20A | 33     | K28B     | Work car, retired 1941, motors to 208 & 222, scrapped 1947                                |
| 3        | WCF&N     | 1910 | 28-10  | 9-0   | --     | --    | 60,000  | 4-AC75    | 60  | Taylor      | 33     | K14      | Locomotive, burned at Cedar Falls car barn fire 9/15/16                                   |
| 4        | WCF&N     | 1910 | 31.0   | 9-0   | 13-0   | --    | 110,700 | 4-GE73    | 90  | McGuire     | 33     | MK       | Locomotive, rebuilt 1930, had AC75 motors and K14 controls                                |
| 5        | WCF&N     | 1912 | 33.4   | 9-8   | 13-6   | --    | 114,000 | 4-GE73    | 90  | McGuire     | 33     | HL       | Locomotive, had C74f controls when built                                                  |
| 6        | Baldwin   | 1927 | 35.6   | 9-0   | 12-0   | --    | 100,000 | 4-WH562D6 | 100 | Baldwin     | 36     | HL       | Locomotive                                                                                |
| 7        | NST       | 1925 | 32.3   | 9-6   | 13-1   | --    | 114,000 | 4-GE239   | 250 | American    | 36     | M        | Ex-Toronto Suburban 300 purchased 1936 from NST                                           |
| 9        |           |      |        |       |        |       |         | Trailer   |     |             |        | None     | Passenger trailer burned at Cedar Falls 9/15/16                                           |
| 11       | WCF&N     | 1909 | 28.0   | 8-0   | --     | --    | 30,000  | 2-GE301   | 40  | McGuire     | 33     | K10      | ST Line Car scrapped 1928                                                                 |
| 14       |           |      |        |       |        |       |         | Trailer   |     |             |        | None     | Passenger trailer burned at Sans Souci 10/1/16                                            |
| 15       | Wagner    |      | 59-1   | 10-0  | 13-5   | 52    | 53,600  | Trailer   |     | Wagner      | 33     | None     | Rebuilt 1913, scrapped 1936                                                               |
| 16       | Wagner    |      | 61-0   | 9-8   | 13-7   | 58    | 57,800  | Trailer   |     | Wagner      | 33     | None     | Scrapped 1928                                                                             |
| 17       | Wagner    |      | 61-0   | 9-8   | 13-7   | 52    | 53,300  | Trailer   |     | Wagner      | 33     | None     | Rebuilt 1925, scrapped 1936                                                               |
| 18       | Wagner    |      | 63-1   | 9-8   | 13-10  | 62    | 54,000  | Trailer   |     | Wagner      | 33     | None     | Rebuilt to express trailer 1922, scrapped 1936                                            |
| 20       | Pullman   | 1897 | 45.4   | 8-7   | 12-0   | 48    | 46,500  | 4-GE80    | 40  | McGuire 20A | 33     | K28B     | Rebuilt 1920 to express trailer, new weight 32,500, scrapped 1936                         |
| 21       | Pullman   | 1897 | 44-11  | 8-7   | 12-2   | --    | 65,400  | 4-WH327C  | 55  | Peckham     | 33     | HL       | Rebuilt into line car 1913, scrapped 1925, equipment to 80                                |
| 22       |           |      | 43.0   | 8-10  | 12-0   | 40    | 41,600  | 2-AC301   | 40  |             | 33     | K12      | Open excursion car, scrapped 1924                                                         |
| 25       | McGuire-C | 1909 | 53.2   | 9-2   | 13-6   | --    | 75,760  | 4-WH317A3 | 90  | McGuire 20A | 33     | HL       | Express car, scrapped 1947                                                                |
| 26       | McGuire-C | 1911 | 53.2   | 9-2   | 13-6   | --    | 78,500  | 4-WH317A3 | 90  | McGuire 20A | 33     | M        | Express car, sold 1946, originally had GE73 motors and C74f controls                      |
| 27       | McGuire-C | 1912 | 52.2   | 9-0   | 12-4   | --    | 54,600  | 4-GE80    | 40  | McGuire 20A | 33     | K28B     | Express car, burned at Cedar Falls 9/15/16                                                |
| 27       | McGuire-C | 1908 | 51-7   | 9-2   | 12-11  | --    | 69,000  | 4-WH317A3 | 90  | McGuire 20A | 33     | HL       | Express car, rebuilt 1931 from 81, scrapped 1952                                          |
| 28       | McGuire-C | 1912 | 52.2   | 9-0   | 12-4   | --    | 54,600  | 4-GE80    | 40  | McGuire 20A | 33     | K28B     | Express car, scrapped 1925                                                                |
| 29       |           |      | 59.4   | 9-0   | --     | 50    | 60,000  | 4-WH317A3 | 90  |             | 36     | HL       | Interurban passenger car, scrapped 1924                                                   |
| 30       | McGuire-C | 1910 | 57.6   | 9-2   | 13-6   | 52    | 74,600  | 4-WH317A3 | 90  | McGuire 70A | 36     | HL       | Scrapped 1936                                                                             |
| 31       | McGuire-C | 1910 | 57.6   | 9-2   | 13-6   | 52    | 77,200  | 4-WH317A3 | 90  | McGuire 70A | 36     | HL       | Last wooden interurban car, scrapped 1942, last used 1936                                 |
| 32       | McGuire-C | 1910 | 57.6   | 9-2   | 13-6   | 52    | 75,800  | 4-WH317A3 | 90  | McGuire 70A | 36     | HL       | Scrapped 1936                                                                             |
| 33-34    | McGuire-C | 1912 | 58-9   | 9-2   | 13-10  | 52    | 77,800  | 4-WH317A3 | 90  | McGuire 70A | 36     | HL       | Scrapped 1936                                                                             |
| 40-49    | McGuire-C | 1909 | 28-11  | 7-10  | 11-2   | 24    | 22,000  | 2-AC301   | 40  | Columbian   | 33     | K10      | ST closed city cars, rebuilt 1915 to one-man, scrapped 1924                               |
| 50-54    | McGuire-C | 1910 | 28-11  | 7-10  | 11-2   | 24    | 22,000  | 2-AC301   | 40  | Columbian   | 33     | K10      | ST closed city cars, one-man 1915, scrapped 1924                                          |
| 60-74    | McGuire-C | 1909 | 28.4   | 10-0  | 11-0   | 50    | 22,000  | 2-AC301   | 40  | Columbian   | 33     | K10      | ST open city cars, scrapped 1924                                                          |
| 79       | McGuire-C | 1912 | 31.0   | 8-4   | 12-0   | --    | 30,400  | 2-GE80    | 40  | Taylor      | 33     | K36J     | ST line car, rebuilt 1928 from 303, scrapped 1949                                         |
| 80       | McGuire-C | 1908 | 51-7   | 8-10  | 13-7   | --    | 79,100  | 4-WH317A3 | 90  | McGuire 20A | 33     | HL       | Rebuilt 1925 to line car replacing 21                                                     |
| 81       | McGuire-C | 1908 | 51-7   | 9-2   | 12-11  | 44    | 69,000  | 4-WH317A3 | 90  | McGuire 20A | 33     | HL       | Rebuilt 1931 to express motor 27                                                          |
| 90-99    | McGuire-C |      | 24-7   | 7-7   | 10-6   | 35    |         | Trailer   |     |             | 33     | None     | ST open city cars, scrapped 1917, 91 in 1916, 95, 99 in 1919                              |
| 100      | McGuire-C | 1915 | 60.3   | 10-4  | 13-9   | 41    | 102,700 | 4-WH333E7 | 125 | McGuire 70A | 36     | HL       | Originally parlor car, to coach 1920, completely rebuilt in 1928                          |
| 101      | McGuire-C | 1915 | 60.0   | 10-4  | 13-9   | 40    | 94,800  | 4-WH333E7 | 125 | McGuire 70A | 36     | HL       | Originally parlor car, rebuilt to coach in 1918                                           |
| 102      | McGuire-C | 1915 | 60.0   | 10-4  | 13-9   | 40    | 100,120 | 4-WH333E7 | 125 | McGuire 70A | 36     | HL       | Originally parlor car, rebuilt to coach in 1921                                           |
| 140      | McGuire-C | 1915 | 58-3   | 10-7  | 13-9   | 52    | 95,320  | 4-WH333E7 | 125 | McGuire 70A | 36     | HL       | Out of service since 1950                                                                 |
| 141      | McGuire-C | 1915 | 58-3   | 10-7  | 13-9   | 20    | 96,560  | 4-WH317A3 | 90  | McGuire 70A | 36     | HL       | Rebuilt in 1936, had WH333 motors, out of service since 1950                              |
| 142      | McGuire-C | 1915 | 58-3   | 10-7  | 13-9   | 50    | 94,000  | 4-WH317A3 | 90  | McGuire 70A | 36     | HL       | Out of service since 1950                                                                 |
| 143      | McGuire-C | 1915 | 58-3   | 10-7  | 13-9   | 52    | 94,260  | 4-WH333E7 | 125 | McGuire 70A | 36     | HL       | Burned 1925                                                                               |
| 150      | Pullman   | 1915 | 59.0   | 10-0  | 13-2   | --    |         | Trailer   |     | Pullman     |        | None     | Private car, not used in interurban service, sold 1922 to Sugarland Ry., Sugarland, Texas |
| 180      | McGuire-C | 1915 | 35.0   | 9-1   | 13-1   | --    | 120,000 | 4-WH308E3 | 240 | McGuire     | 36     | HL       | Sold 1922 to Iowa Transfer Railway No. 1, Fort Dodge Line 208 in 1950                     |
| 181-184  | McGuire-C | 1915 | 35.0   | 9-1   | 13-1   | --    | 120,300 | 4-WH308E3 | 240 | McGuire     | 36     | HL       | 1300 volt locomotives 182, 183                                                            |
| 185      | Baldwin   | 1912 | 32.2   | 10-1  | 12-0   | --    | 124,500 | 4-WH308D3 | 240 | Baldwin     | 36     | HL       | Ex-Southern Pacific 100, P&R 100, purchased 1942                                          |
| 186-187  | Baldwin   | 1912 | 32-2   | 10-1  | 12-0   | --    | 125,500 | 4-WH308D3 | 240 | Baldwin     | 36     | HL       | Ex-SP 101-102, Interstate Mining Co. 210, 209 purchased 1944                              |
| 190      | GE        | 1914 | 36.0   | 9-7   | 13-2   | --    | 131,000 | 4-GE251B  | 240 | American    | 36     | HL       | Ex-Bush Terminal 23 purchased 1939, rebuilt 1939 by WCF&N                                 |
| 207-208  | GE        | 1931 | 37-6   | 8-10  | 14-10  | --    | 170,000 | 4-GE18A2  | 250 | GE          | 46     | M        | Ex-Interstate Mining Co. 207, 208 purchased 1947                                          |
| 200-202  | American  | 1914 | 40.0   | 8-10  | 12-0   | 40    | 37,660  | 2-GE203   | 50  | Baldwin M   | 34     | K36J     | Purchased 1932 from Interstate Power Co., Dubuque, same nos. 200-222                      |
| 204, 206 | American  | 1914 | 40.0   | 8-10  | 12-0   | 40    | 37,660  | 2-GE203   | 50  | Brill 39E   | 34     | K36J     | 204 scrapped 1938, 206 in 1941                                                            |
| 208      | American  | 1914 | 40.0   | 8-10  | 12-0   | 40    | 37,660  | 2WH327C   | 55  | Brill 39E   | 34     | K36J     | Motors in 1942 from 2, scrapped 1947                                                      |
| 210      | American  | 1914 | 40.0   | 8-10  | 12-0   | 40    | 37,660  | 2-GE203   | 50  | Baldwin M   | 34     | K36J     | Scrapped 1948                                                                             |
| 212-220  | American  | 1914 | 40.0   | 8-10  | 12-0   | 40    | 37,660  | 2-GE203   | 50  | Brill 39E   | 34     | K36J     | Even numbers only, scrapped 1938-1941                                                     |
| 222      | American  | 1914 | 40.0   | 8-10  | 12-0   | 40    | 37,660  | 2-WH327C  | 55  | Brill 39E   | 34     | K36J     | Scrapped 1949, motors from 2 in 1943                                                      |
| 300-305  | McGuire   | 1912 | 32-2   | 8-5   | 11-6   | 32    | 28,000  | 2-AC301   | 40  | Taylor      | 33     | S3       | 303 rebuilt into line car 79 in 1928                                                      |
| 306-311  | McGuire   | 1913 | 32-2   | 8-5   | 11-6   | 32    | 24,800  | 2-WH323   | 38  | Taylor      | 33     | K36J     | 306 rebuilt into plow X5                                                                  |
| 350-369  | American  | 1921 | 28-0   | 8-0   | 9-9    | 32    | 14,550  | 2-WH508A  | 25  | Brill 79E   | 26     | K63RB    | Binneys, scrapped 1936, 359 scrapped 1937 / 381                                           |
| 380-382  | Thomas    | 1930 | 39-6   | 8-5   | 10-9   | 48    | 32,500  | 4-GE265   | 35  | Brill 76E1X | 26     | K75      | Ex-Knoxville 380, 379 & 375, purchased 1948, 380 burned 10/22/49                          |
| X1       | McGuire   | 1906 | 28-3   | 9-0   | 11-0   | --    | 26,150  | 2-GE80    | 40  | McGuire     | 33     | K36J     | Sweeper, had K10 controls                                                                 |
| X2       | McGuire-C | 1910 | 28-3   | 9-0   | 11-0   | --    | 26,150  | 2-GE80    | 40  | McGuire     | 33     | K36J     | Sweeper had K10 controls, K36 from 200's                                                  |
| X3       | McGuire-C | 1912 | 28-3   | 9-0   | 11-0   | --    | 26,150  | 2-GE80    | 40  | McGuire     | 33     | K38J     | Sweeper had K10 controls, K36 from 200's                                                  |
| X4       |           |      | 35-6   | 9-3   | --     | --    | 40,000  | Trailer   |     | MCB         | 33     | None     | Plow rebuilt from flat car 2186                                                           |
| X5       | McGuire-C | 1913 | 32-2   | 8-11  | 12-0   | --    | 40,000  | 2-WH323   | 38  | McGuire     | 33     | K10      | Sweeper purchased for parts 1936, ex-Dubuque Electric Co., scrapped/1941                  |
| X6       | McGuire-C |      | 28-3   | 9-0   | 11-0   | --    | 26,000  | 2-GE87    | 40  | McGuire     |        | None     | Snow plow & flanger                                                                       |
| X3008    |           |      |        |       |        |       |         | Trailer   |     |             |        | None     | Snow plow                                                                                 |
| X3009    |           |      |        |       |        |       |         | Trailer   |     |             |        | None     | Snow plow                                                                                 |

The above roster was compiled by James J. Buckley from company files. It goes back to about 1910. Steam engines 6-9 were sold to the Kansas City Northwestern Ry. in 1917. This 173 mile line was abandoned in 1919 and torn up in 1925. There was other equipment, especially city cars, which were destroyed in a couple of early fires. There were at least two other interurban cars similar to 20 and 21, probably 10 and 15. Pullman also built two trailers to go with these cars. No. 9 listed in this roster could have been one of them. \*Destroyed in the roundhouse fire of October, 1954.

The car previously used was a single-truck, double-end car, with short platforms, the forward left-hand side and the rear right-hand side having two-leaf doors, the opposite side being permanently closed. In remodelling, the closed sides were equipped with folding doors and the necessary door operating mechanisms, while the unused doors were locked by a latch on the outside. At the right of the motorman was located a farebox.

#### REORGANIZATION:

One of the few interurbans placed under Federal control during World War I, WCF&N suffered in maintenance as did the steam railroads. This condition, combined with the recession of the early '20s, left the road in a very precarious financial shape and from 1923 it was in the hands of a protective committee of first mortgage bondholders for whose account it was operated. Finally, to effect reorganization, the property was placed in receivership in 1940. From this it emerged in 1944 as the Waterloo, Cedar Falls & Northern RAILROAD.

#### FADING DAYS:

The increasing use of automobiles over the years gradually caused a drop in riding which was reflected by cuts in passenger service. The 1917 schedule of eight daily trains in each direction over the Cedar Rapids-Waterloo line was cut to six in 1928; three each way were dropped in 1936. In 1948 this was cut to two each way and in 1952 one of these was annulled daily except Friday, Saturday and Sunday.

The early cuts in passenger train service were cushioned by a bus service operated over the nearest paralleling highway route by the railway. This interurban bus route was sold off in 1952.

The city lines in Waterloo were converted to motor bus operation in the late '30s, and this bus system, too, was sold in 1953.

The wooden equipment disappeared from passenger service in the late 1930s; the 140-class suffered the loss of 143 at an early date, but the 140-142 ran until after World War II.

The end of WCF&N's days as an electric interurban was brilliantly signalled by a fire which broke out in a pit of the Waterloo roundhouse on Sunday morning, October 31, 1954. Before the flames were extinguished, interurbans 101-102,

one suburban car, and four freight locomotives were damaged beyond salvage. Interurban #100 out on the road at the time, was spared.

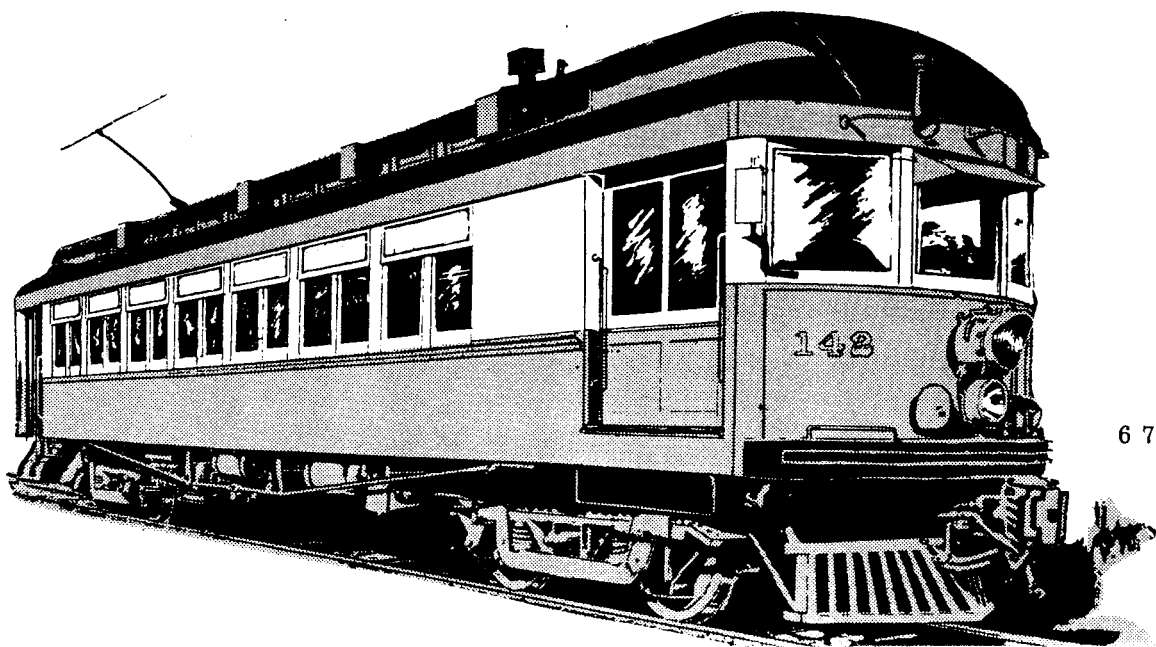
#### END OF PASSENGER SERVICE:

Passenger service on the Cedar Rapids interurban limped along with car 100 doing all the honors, but this placed too much dependence on faithful, but weary warhorse. It became so difficult to keep her going (spare parts just couldn't be had these days for interurbans) so the company was forced to reduce to just the Friday, Saturday and Sunday afternoon trips. By early 1956 mot conditions on #100 were so poor that controller connections were fixed to prevent operation faster than full series and she missed her schedule time by 15 to 20 minutes. Finally came the last regular run: February 19th.

Waverly passenger service had never been heavy, with only one or two daily round trips for years. These had been mainly accommodative trains for express and light freight service.

The Cedar Falls line has been a valuable source of freight revenue but runs thru an attractive suburban area that produces small demand for passenger service. The local operation into the town of Cedar Falls, entirely on city streets, was converted to motor bus in 1940, and motor buses were run from that time on paralleling highway into Waterloo. However, in the interests of maintaining the freight link, the company retained an accommodation suburban service between the interurban station near the center of Waterloo and the edge of Cedar Falls. For years this was performed by ex-Dubuque city cars. When these deteriorated hopelessly in the early '40s, they were replaced by three very attractive Perley Thomas cars bought from Knoxville, Tennessee. At the time of the interurban demise, the one remaining was still making morning and afternoon trips Monday thru Friday.

In May 1956, after little more than token opposition from other railroads, the Interstate Commerce Commission gave final approval to a plan of the Illinois Central and Rock Island Railroads jointly to acquire control of the system. The Waterloo Railroad, as it will be known, will be dieselized as soon as possible, its new owners say.



# WATERLOO, CEDAR FALLS & NORTHERN RY CO.

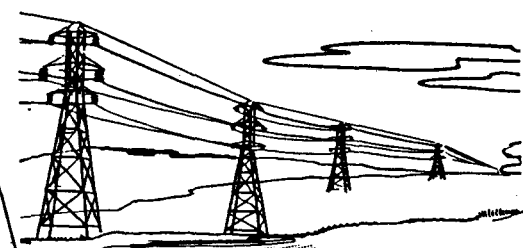
TRAIN ORDER NO. *8 March 19 18 4*

31

*on Motor*

*La Porte City*

*Specba* Operator



*No H Motor 102*  
*Meet Extra 25 wca*  
*at Glory*  
*JJS*

THIS MARGIN MUST NOT BE WRITTEN UPON

Repeated at *10 30*

SIGNED BY *A*

6-19-52  
 \*\*\*\*\*

## WATERLOO - CEDAR RAPIDS

| DWN      | STATIONS     | READ UP   |                     |
|----------|--------------|-----------|---------------------|
|          |              | No. 15 AM | No. 19 PM           |
| Daily    |              | Daily     | Fri. Sat. Sun. Only |
| No. 4 AM |              |           |                     |
| 6:50     | Waterloo     | 11:30     | 8:30                |
| 7:28     | Gilbertville | 10:51     | 7:51                |
| 7:38     | LaPorte City | 10:42     | 7:42                |
| 7:54     | Brandon      | 10:26     | 7:26                |
| 8:03     | Cheney       | 10:17     | 7:17                |
| 8:08     | Urbana       | 10:12     | 7:12                |
| 8:18     | Center Point | 10:02     | 7:02                |
| 8:28     | Lafayette    | 9:53      | 6:53                |
| 8:37     | Robins       | 9:43      | 6:43                |
| 8:50     | Cedar Rapids | 9:30      | 6:30                |

## WATERLOO - WAVERLY

| OWN | STATIONS | READ UP |
|-----|----------|---------|
|     |          | No. 36  |
| PM  | Waterloo | 2:30 PM |
| PM  | Denver   | 1:52 PM |
| PM  | Waverly  | 1:30 PM |

\*\*\*\*\*

### WATERLOO AND WAVERLY

| Time     | Station  | Time     | Station |
|----------|----------|----------|---------|
| 11:30 AM | Waterloo | 9:30 AM  | Waverly |
| 11:47 AM | County   | 9:45 AM  | Waverly |
| 11:52 AM | Farmers  | 10:00 AM | Waverly |
| 12:05 PM | Knowles  | 10:15 AM | Waverly |
| 12:17 PM | Denver   | 10:30 AM | Waverly |
| 12:30 AM | Rust     | 10:45 AM | Waverly |

### CEDAR FALLS DISTRICT

| Time    | Station  | Time    | Station     |
|---------|----------|---------|-------------|
| 6:15 AM | Waterloo | 7:15 AM | Cedar Falls |
| 6:30 AM | Waterloo | 7:30 AM | Cedar Falls |
| 6:45 AM | Waterloo | 7:45 AM | Cedar Falls |

### BETWEEN WATERLOO AND CHICAGO

| Time     | Station  | Time     | Station |
|----------|----------|----------|---------|
| 6:35 AM  | Waterloo | 11:15 PM | Chicago |
| 9:45 AM  | Waterloo | 9:10 PM  | Chicago |
| 9:55 AM  | Waterloo | 9:03 PM  | Chicago |
| 10:45 AM | Waterloo | 8:15 PM  | Chicago |
| 11:00 AM | Waterloo | 8:30 PM  | Chicago |

### BETWEEN CEDAR RAPIDS AND MINNEAPOLIS

| Time     | Station      | Time     | Station     |
|----------|--------------|----------|-------------|
| 6:35 AM  | Cedar Rapids | 11:15 PM | Minneapolis |
| 9:45 AM  | Cedar Rapids | 9:10 PM  | Minneapolis |
| 9:55 AM  | Cedar Rapids | 9:03 PM  | Minneapolis |
| 10:45 AM | Cedar Rapids | 8:15 PM  | Minneapolis |
| 11:00 AM | Cedar Rapids | 8:30 PM  | Minneapolis |

### Waterloo, La Porte City, Urbana, Center Point and Cedar Rapids

| Time     | Station  | Time     | Station      |
|----------|----------|----------|--------------|
| 6:35 AM  | Waterloo | 11:15 PM | Cedar Rapids |
| 9:45 AM  | Waterloo | 9:10 PM  | Cedar Rapids |
| 9:55 AM  | Waterloo | 9:03 PM  | Cedar Rapids |
| 10:45 AM | Waterloo | 8:15 PM  | Cedar Rapids |
| 11:00 AM | Waterloo | 8:30 PM  | Cedar Rapids |

WATERLOO, CEDAR FALLS & NORTHERN RAILWAY CO.

FORM 31  
 FORM 19

OPERATOR

6 8

#### CHARLES CITY-MARBLEROCK-COLWELL:

The Charles City Western Railway, located in northern Iowa about 30 miles east of Mason City and 45 miles northwest of Waterloo, could be considered the true "grass roots" interurban. The company was chartered in 1910 and began operating the next year between Charles City and Marble Rock, using a 200 hp. McKeen gasoline motor car, four single-truck 40 hp. gasoline motor cars and two 75-ton steam locomotives.

In 1915 the original 13 mile line was extended 8 miles northeast from Charles City to Colwell. Electrification at 1200 volts DC was completed and placed in service on July 30, 1915. An interesting feature of the reconstruction program, according to ELECTRIC TRACTION magazine of the time, was the voting of taxpayers within 5 miles either side of the line of a 5% tax, amounting to a \$120,000 subsidy to the railway.

The line was built on a 100 ft. right-of-way, with 70 lb. rail and 1% max grades. Largest bridge is a reinforced concrete arch 250 ft. in length over the Cedar River at Charles City.

Trolley construction is direct suspension, with 4/0 trolley. There are no substations other than the m-g sets at Charles City. Cedar line poles are placed on 100 ft. centers.

As originally built, the interurban line was routed thru city streets, including Court and Illinois streets, in Charles City, even tho there was, from the beginning, a freight belt line entirely on private right-of-way around town. Two double-end single-truck one-man city cars were operated for local service, routing via the city line to Sherman Junction, thence around the belt line. One car running in each direction was able to keep up a 15-minute service. Altho Charles City boasted only 7500 inhabitants, as many as 1940 people paid the nickel fare on a good day. These cars were 28 ft. in length, of the arch-roof semi-steel type, built by McGuire-Cummings. They had 2-GE217B 1200-volt motors and R-200B controllers.

For interurban service, the company bought a 48 ft. double-end, arch-roof, baggage-smoker-passenger, semi-steel car from McGuire-Cummings. This car has 33" wheels, with 4-GE217B motors, 4.3 gear ratio and K-47 controllers.

Equipment needs were figured pretty close. In case either city car or the interurban had to be held in at the shops, its chores were taken over by relief car 52, a Minneapolis-built monitor-roof, gate-enclosed platform car. This car was rebuilt in the company shops into a combination city and interurban car, with baggage compartment and toilet facilities. It was equipped with 2-GE217B motors and R-200B controllers.

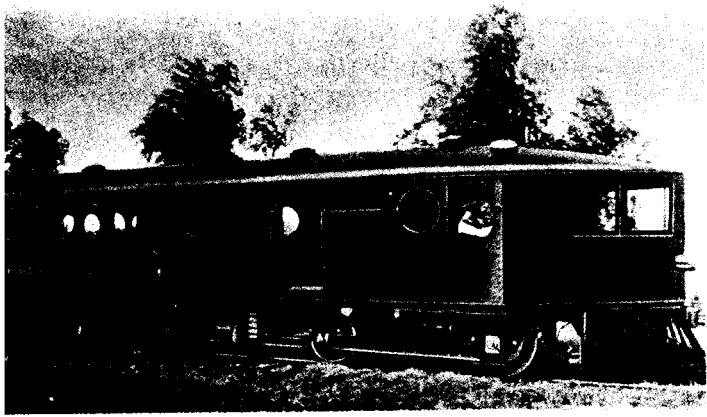
Freight operation was carried out originally by locomotive 300, a 35-ton steeple-cab job built by McGuire-Cummings. It was fitted with 4GE

205E motors, 3.62 gear reduction and type control. Relief for this engine had to be performed by passenger car 50 until 1920 when box cars 301, 302 and passenger car 53 came from the old Shore Line Electric Railway in Connecticut. In the late '40s, engine 303 was acquired from Texas Electric and two internal combustion engines, 200 and 201, were added, chiefly serving non-electrified industrial tracks in Oliver Tractor factory.

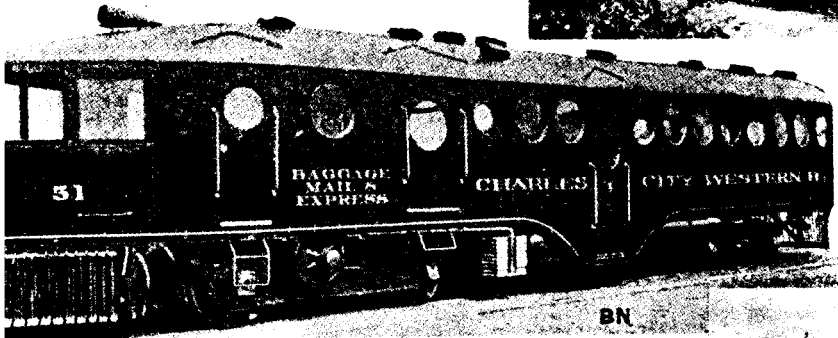
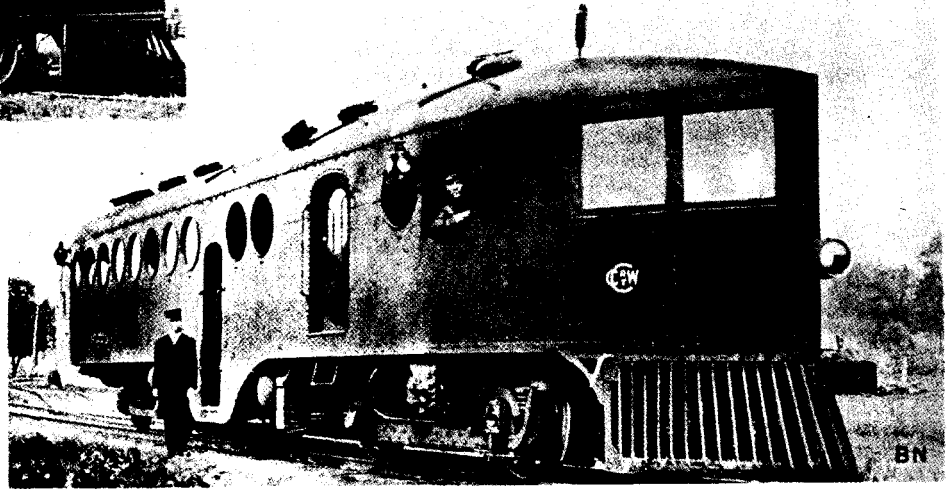
The city cars were operated by women during World War I. The service was taken off after 1921. The late '20s also brought to an end the use of the city street trackage and saw the beginning of one-man interurban operation. This change was brought about without elaborate deadman interlocks on control devices or fancy air doors; the conductor was merely eliminated. This may seem a little difficult in the case of car 50, with its single vestibule at the extreme end, and too much easier on car 53 with its center door. Actually, at the start of one-man service, car 50 was wye'd at Marble Rock and looped at Colwell, but doing this turning with one man (particularly at Marble Rock) proved far more difficult than warranted by the slight inconvenience to few passengers who would have to walk up to motorman to pay fares. Those of us who may be familiar with one man operation in areas of normally heavy loading might express dismay at the thought of the hazards and time loss, but in actual service there was no problem. Seldom were more than a dozen or two passengers on the cars. High speeds of 25-35 mph seldom caused rough riding and schedules never pressed for impatient way stops.

Rural population in the area is small; two interurban round trips daily sufficed over most of the history of the passenger service. These trips were timed to connect with Rock Island Railroad Minneapolis-Burlington trains at Marble Rock affording passenger and mail service. Freight from the first, was the mainstay of the company revenues, but the passenger accommodation was maintained at a loss for decades, possibly as a consideration of the 1915 subsidy. Finally, regular passenger service (Monday thru Saturday) ended in 1952, but to this day frequent char trips bring old car 50 over the line with passengers.

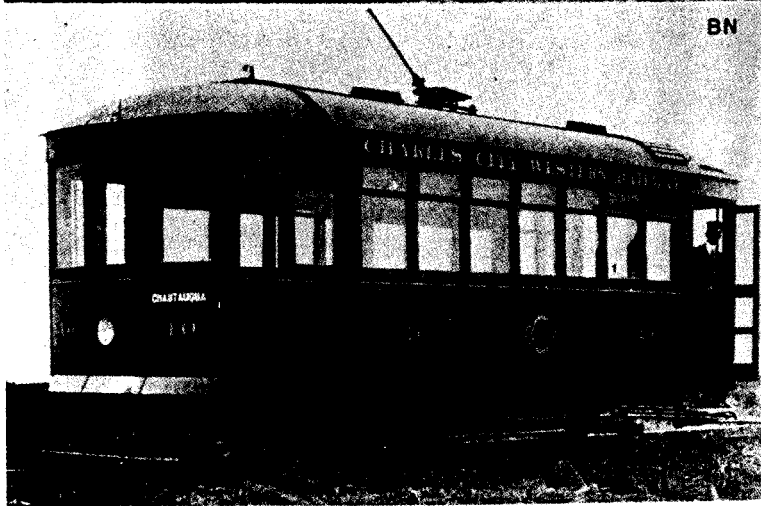
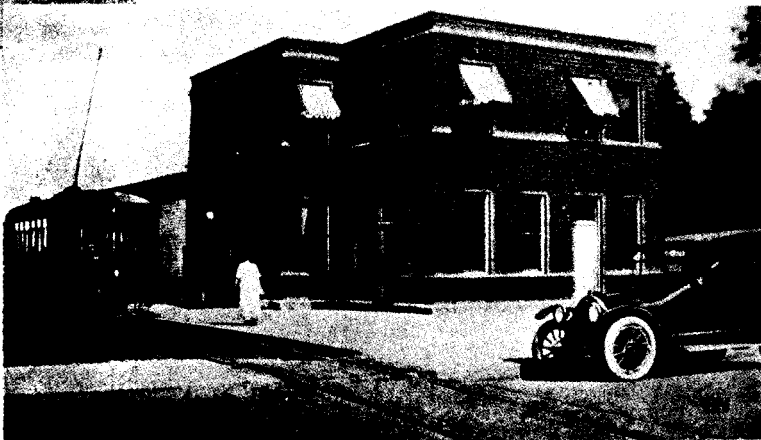
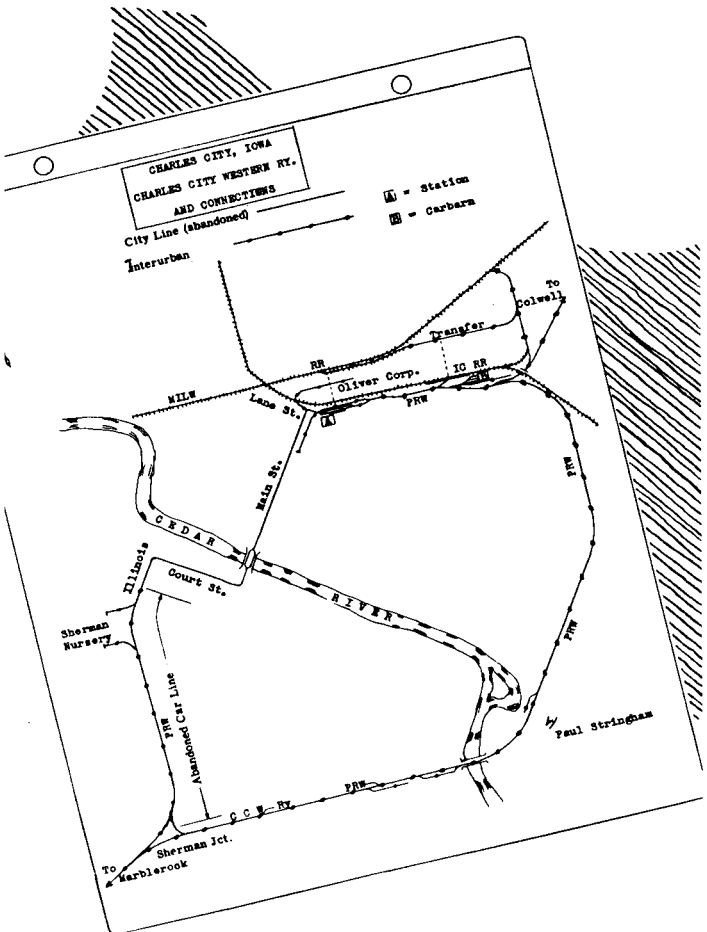
As a terminal railroad serving practically all freight customers in Charles City, C-C-W see reasonably certain of its future. Internal combustion may take over, but C-C-W will resist the change as long as parts can be obtained for the maintenance of electrified service. Motormen will, we hope, still be able to coast up the Little Cedar River Bridge at Niles when power fails, and get in a little fishing while waiting for power to build up again.



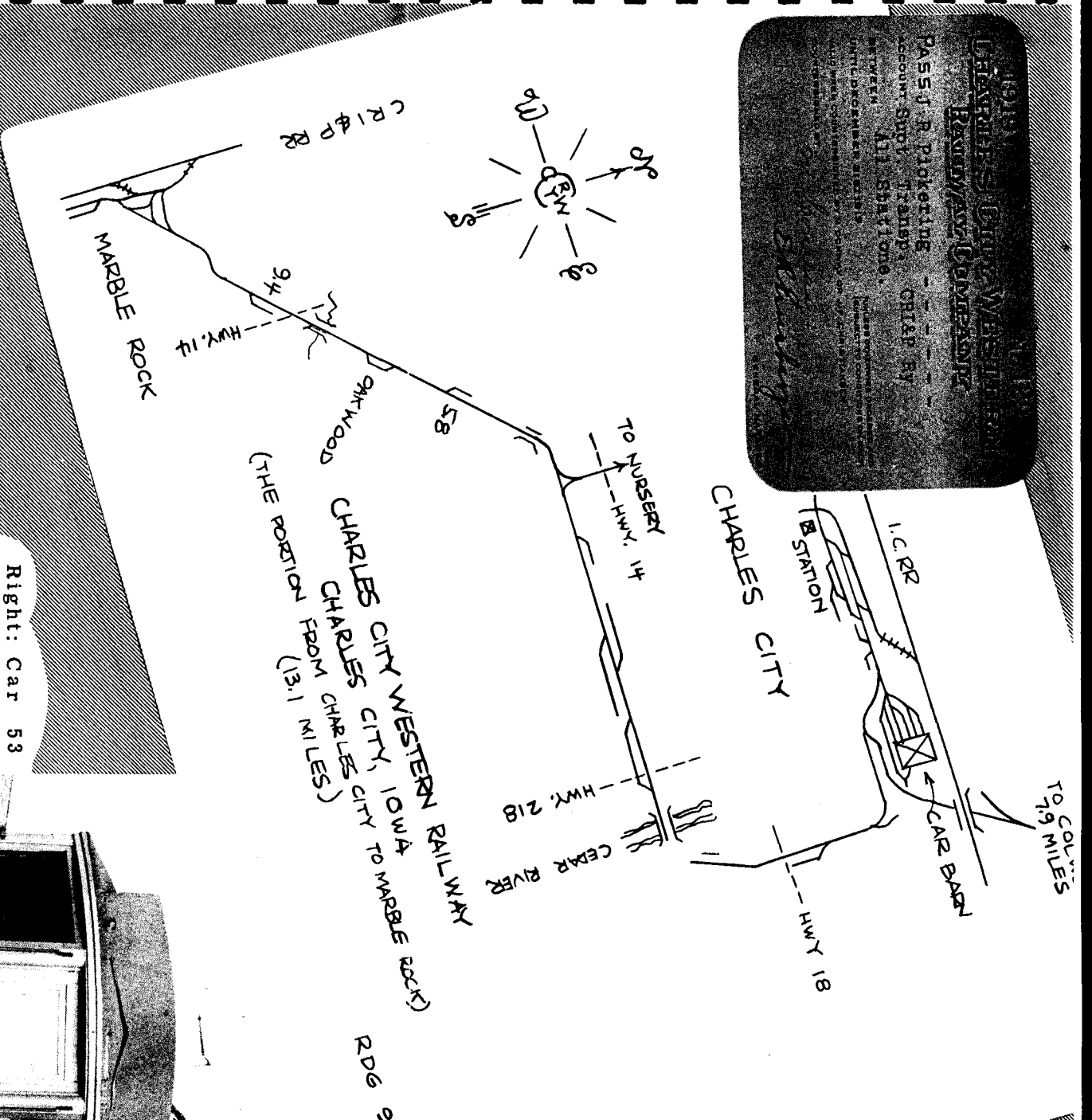
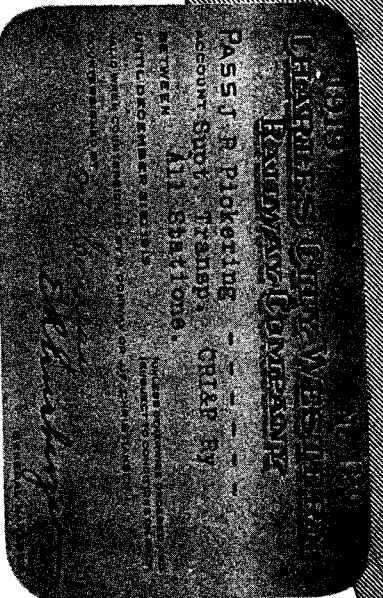
Postcard artists vied with one another to make the Charles City McKeen Motor Car appear even more sharply pointed than its designer intended.



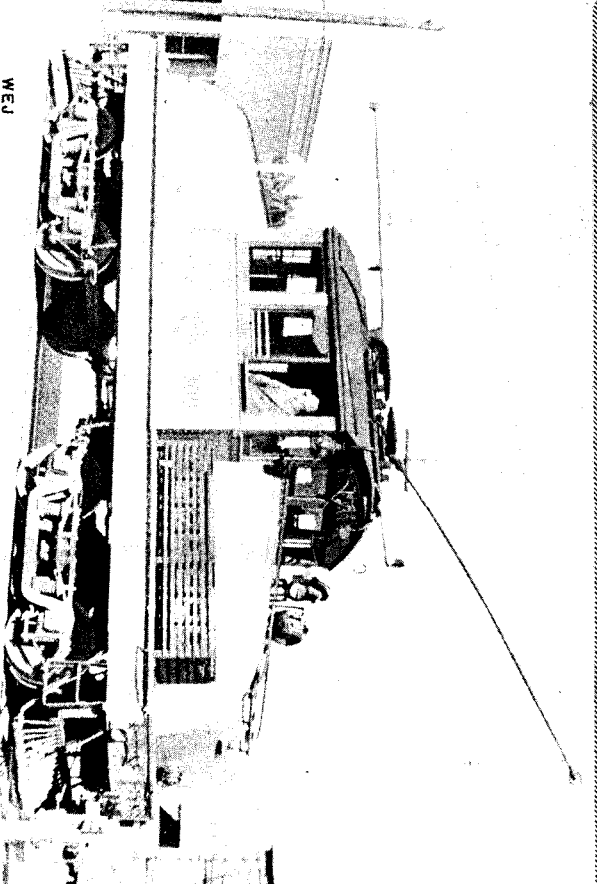
The Charles City local service was one of the first one-man operations in the country.





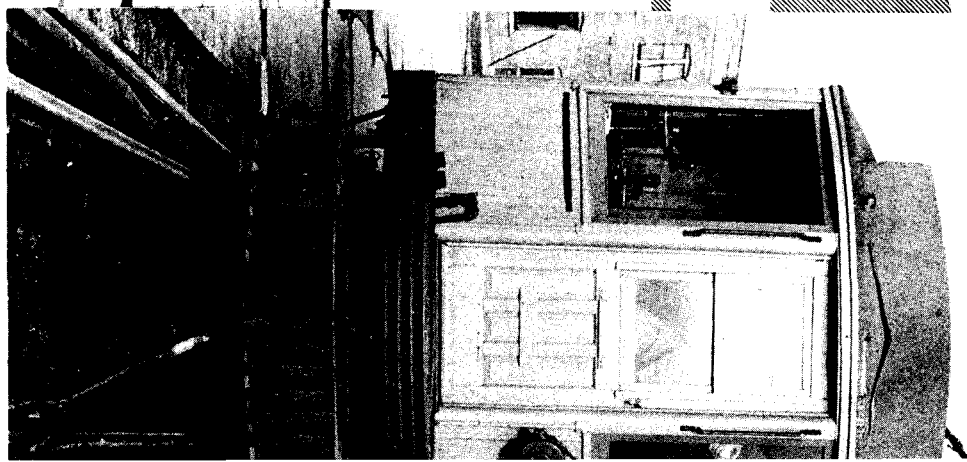


Right: Car 53  
 loads at  
 Charles City.



WEJ

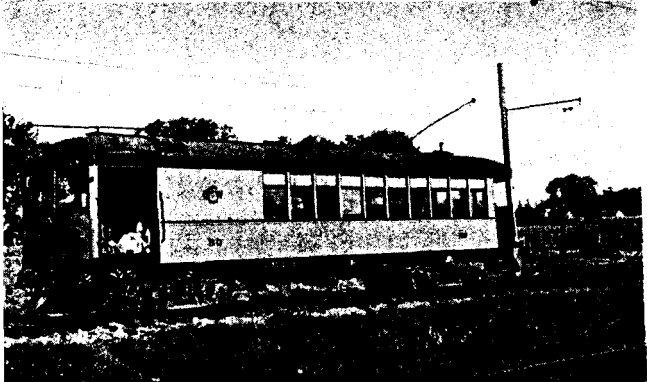
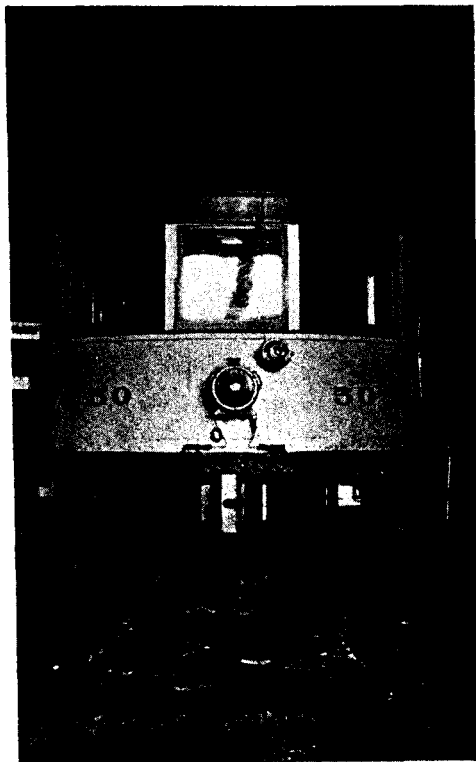
71



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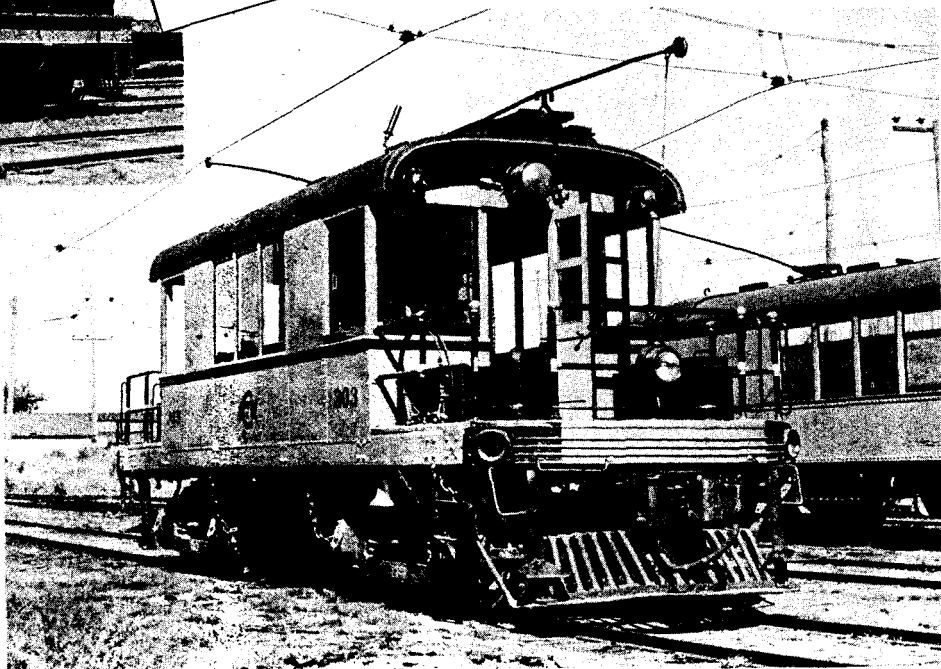
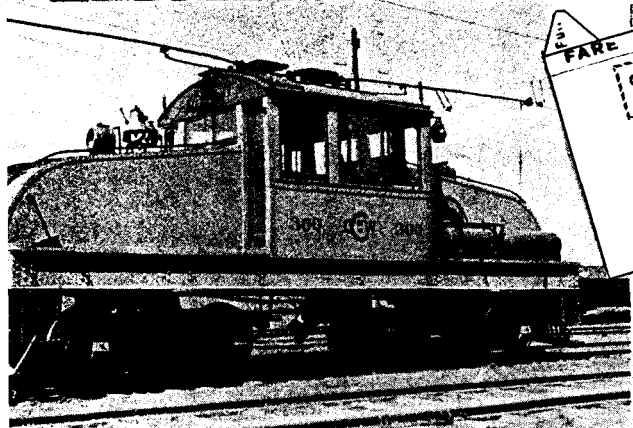
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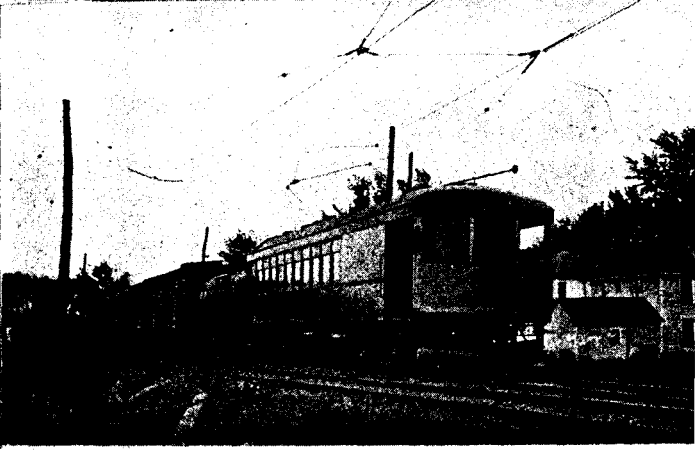
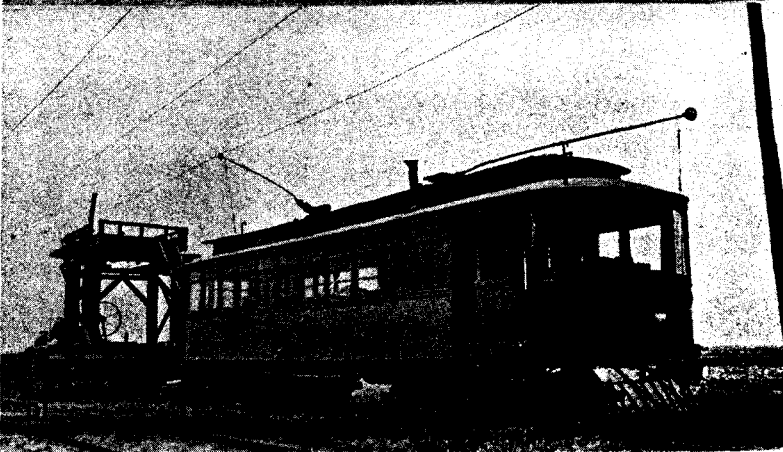
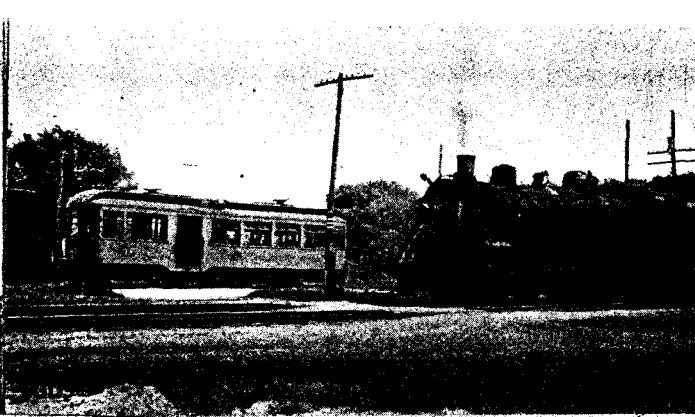
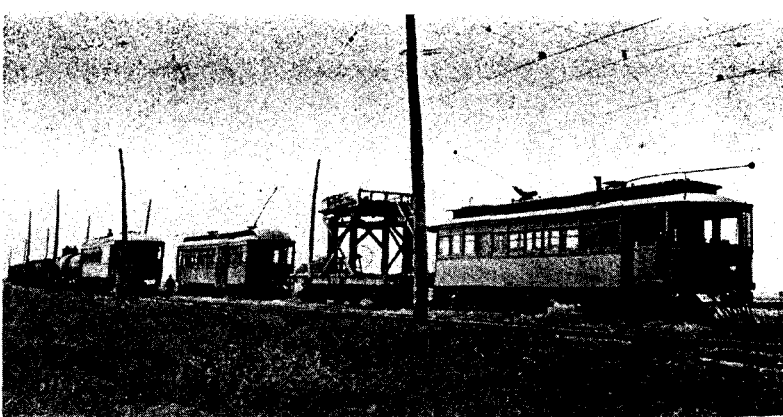
GL



|                                                                          |         |                             |       |
|--------------------------------------------------------------------------|---------|-----------------------------|-------|
| FARE                                                                     | DOLLARS | DIMES                       | CENTS |
| CHARLES CITY WESTERN RAILWAY COMPANY                                     |         | CONDUCTOR'S CASH FARE CHECK |       |
| AMOUNT OF FULL OR HALF FARE PAID INDICATED BY MARGINAL PROJECTIONS ABOVE |         | PASSENGER'S RECEIPT         |       |
| Fare Project cards are absolutely necessary on each Check                |         | Conductor                   |       |
|                                                                          |         | <i>Ed Jogstad</i>           |       |
|                                                                          |         | General Manager             |       |
|                                                                          |         | Form 96<br>7322             |       |



h of CCW's equipment  
s acquired from other  
uilway companies.  
the roster on page 144.

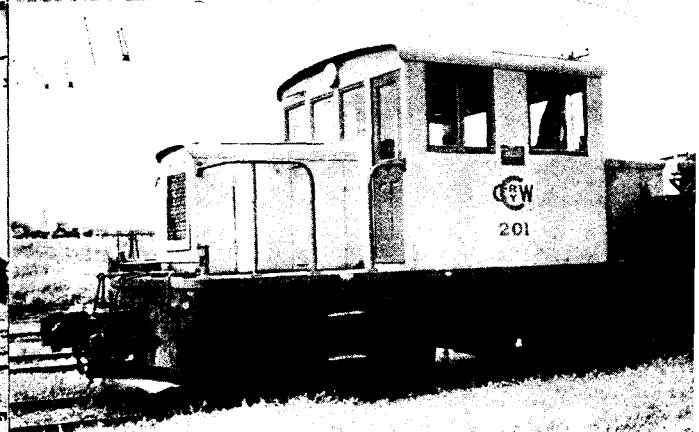
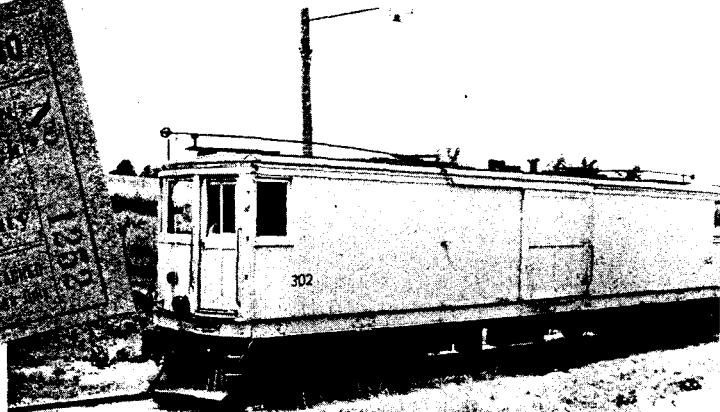
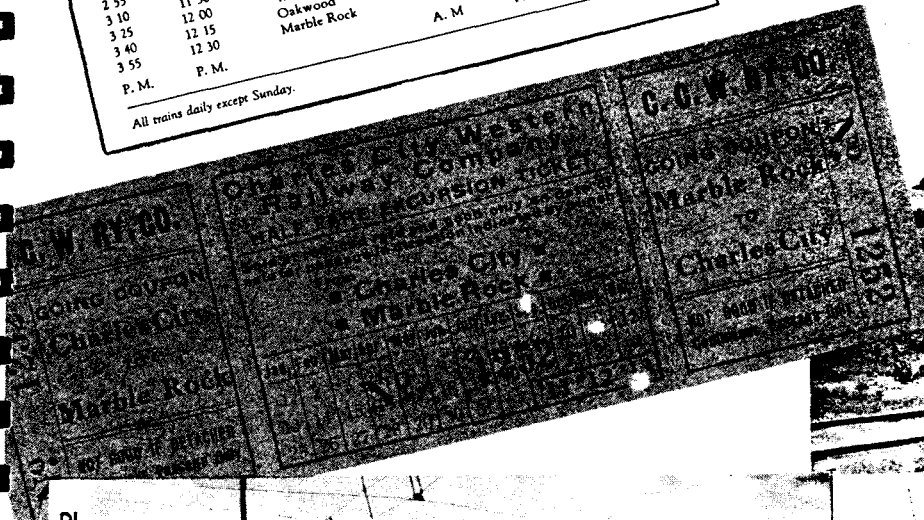


CHARLES CITY WESTERN RAILWAY COMPANY  
CHARLES CITY, IOWA  
TIME TABLE

| No. 7 | No. 3 |                   | No. 2 | No. 4 | No. 6 | No. 8 |
|-------|-------|-------------------|-------|-------|-------|-------|
| P. M. | A. M. | Colwell           | A. M. | P. M. | P. M. | P. M. |
| 2 30  | 10 45 | Nilesville        | 10 25 | ---   | 2 25  | ---   |
| 2 37  | 10 52 | Waller            | 10 17 | ---   | 2 17  | ---   |
| 2 45  | 11 10 | Charles City Lve  | 10 10 | ---   | 2 10  | ---   |
| 2 55  | 11 50 | Charles City Lve  | ---   | 1 40  | ---   | 4 55  |
| 3 10  | 12 00 | West Charles City | ---   | 1 27  | ---   | 4 42  |
| 3 25  | 12 15 | Oakwood           | ---   | 1 16  | ---   | 4 31  |
| 3 40  | 12 30 | Marble Rock       | ---   | 1 00  | ---   | 4 15  |
| 3 55  | P. M. |                   | A. M. | P. M. | P. M. | P. M. |

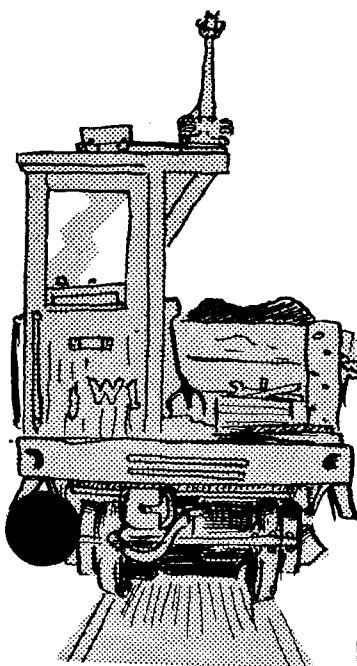
All trains daily except Sunday.

Charles City freight motive power at one time or another included every car on its interurban roster and has now widened to include two internal combustion engines and the two electric locomotives opposite.

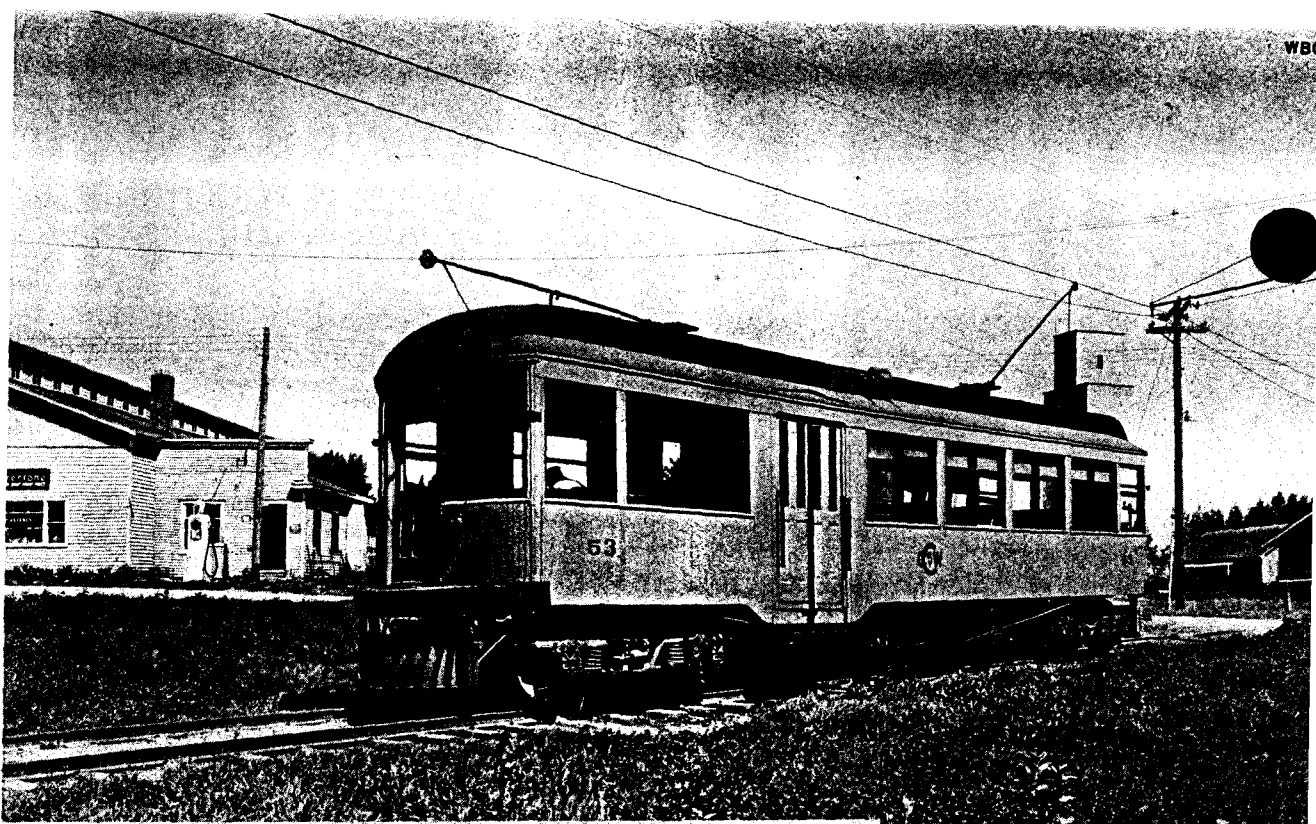




Car 50 is the pride of the CCW, even tho passenger service on a regular basis is no longer operated here. Often on pleasant summer Saturday afternoons it may be seen leisurely traversing the Iowa countryside. Now gaily redecorated and fitted with casual lounge furniture, its just the thing for a nostalgic lodge group, a troupe of scouts or junketing railroad fans.







for  
drawing  
see  
page  
117



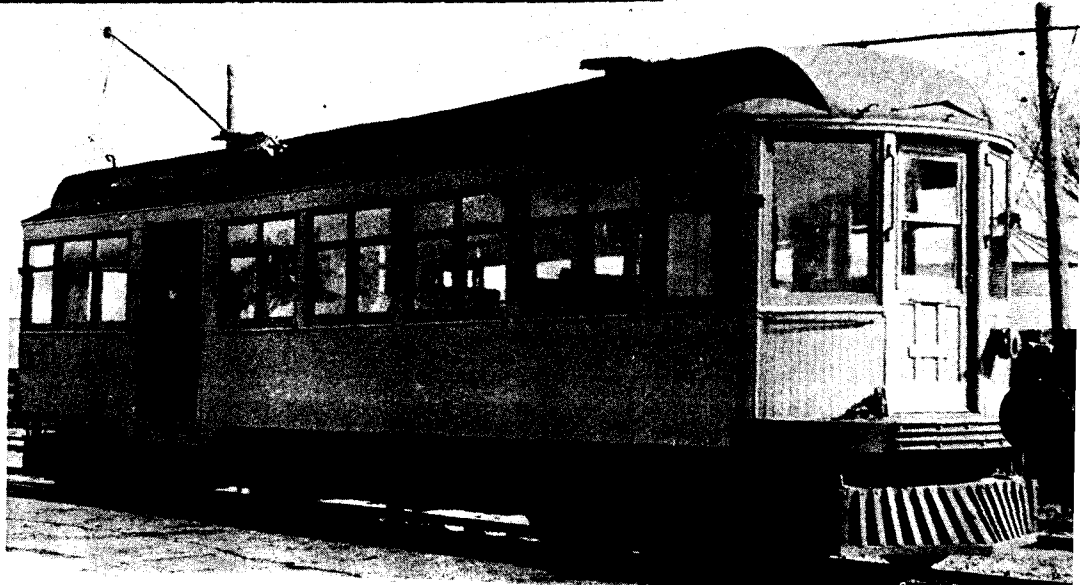
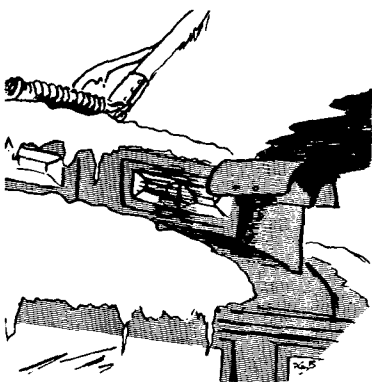
GK

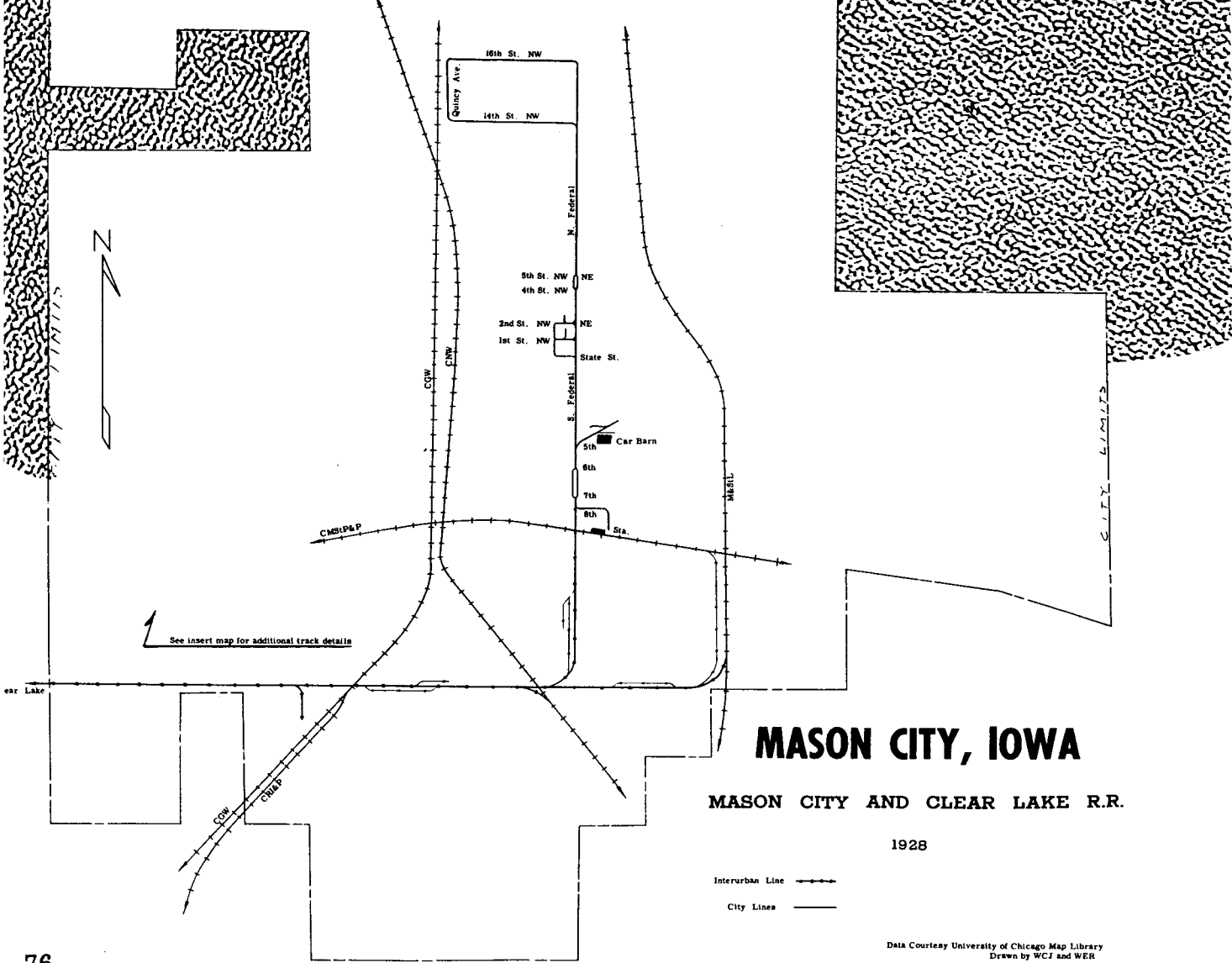
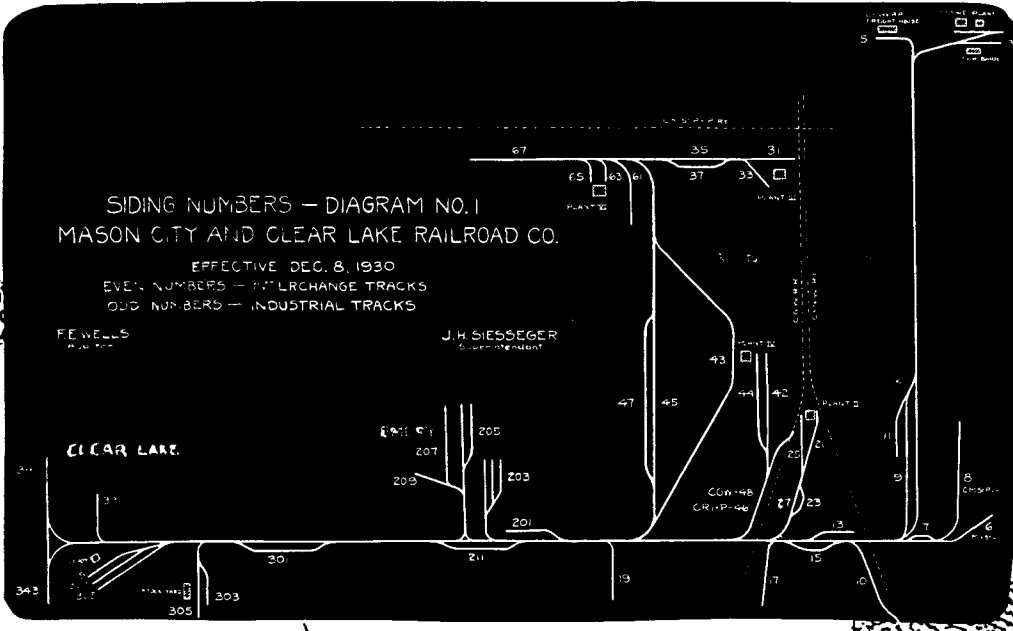


In the days of regular passenger service practically any trip could be a private railfan trip, as there were seldom more than half-a-dozen passengers.

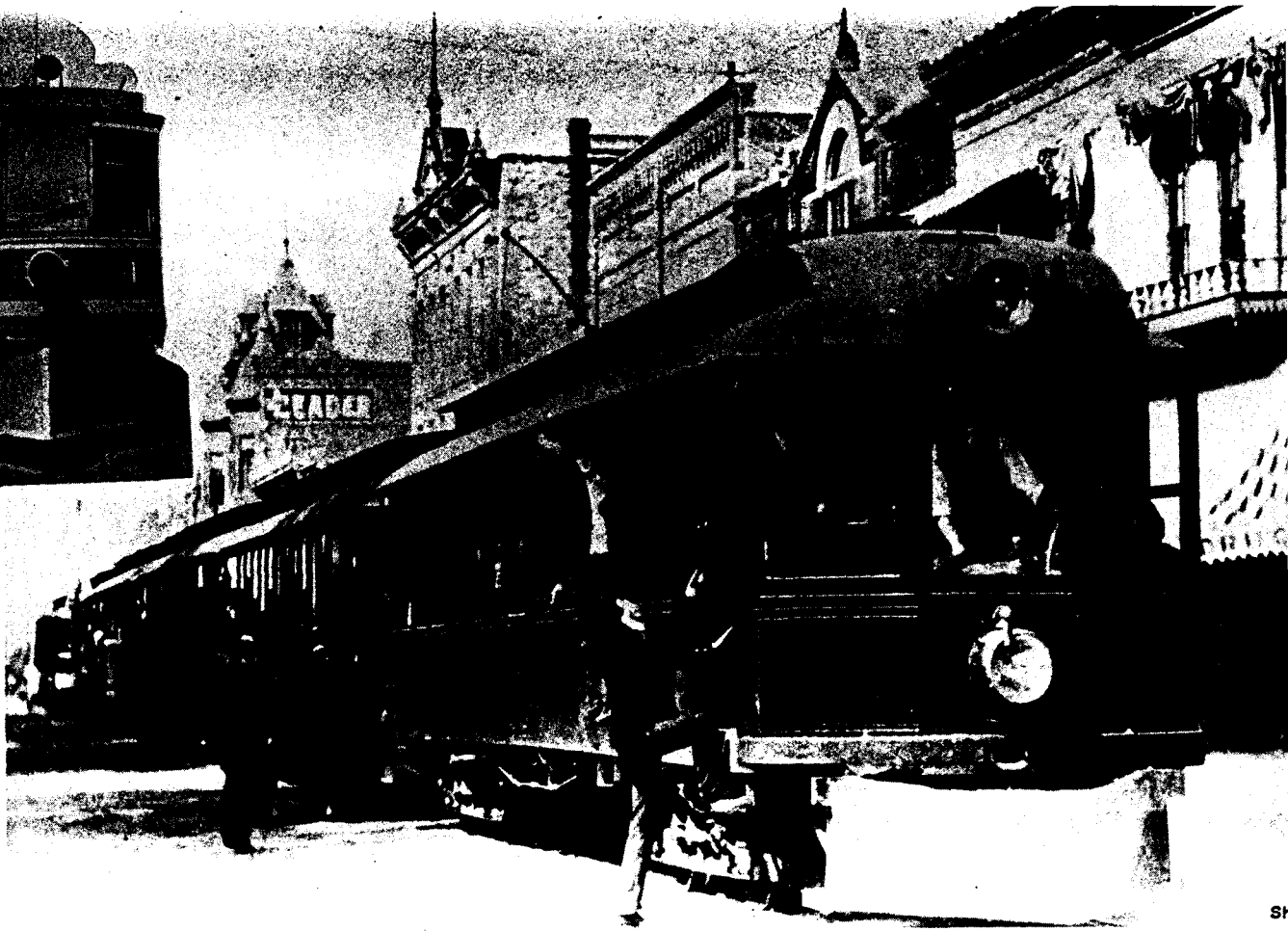
Roster: Page 144.

75









**MASON CITY-CLEAR LAKE:**

The Mason City & Clear Lake Railroad is one of the shortest interurban lines on the books. It vies with the Waterloo Cedar Falls & Northern Railway for the title of oldest interurban in Iowa. It was incorporated in 1896 as the Mason City & Clear Lake Traction Company and completed construction in time to celebrate opening day on July 4, 1897.

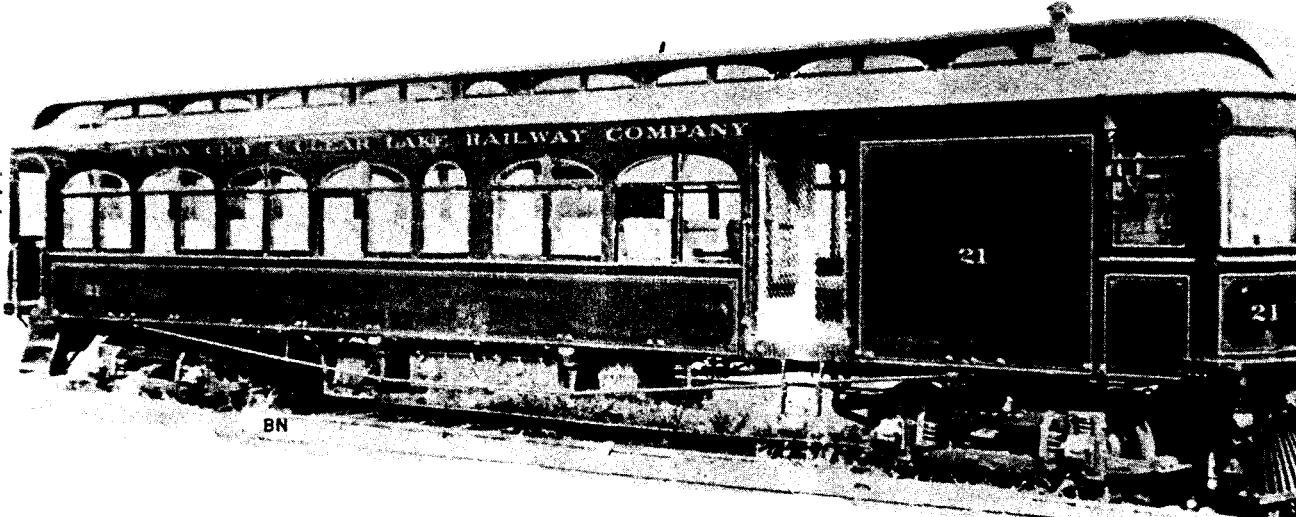
The line was soon busy handling summer excursionists to Clear Lake, using a large four motored combination baggage-passenger car pulling double-truck open trailers, each seating 56 passengers. It was not uncommon to find thru coaches from connecting steam roads and even executive private cars rolling behind MC& CL motors to the beautiful shores of Clear Lake.

The company was one of the first interurbans

to interchange freight with the steam road. This may have had something to do with the name change from "Traction Company" to "Railroad" which occurred about 1900.

One of the interesting sources of freight years gone by was the ice traffic. Each winter the surface of Clear Lake provided an inexhaustible supply of the necessary raw product, a hundreds of carloads of ice were shipped out all parts of Iowa and adjacent states every year.

The local street railway line in Mason City abandoned in 1936, was operated by the company. Interurban passenger service with one man light weight cars (rebuilt at Davenport from city cars) were placed in service in 1923-24. Rail passenger service was discontinued in the late '30s. Electric freight operation continues actively.



BN



Unusually large car for such a short interurban run, Brill-built 21 and 22 came in handy for handling heavy Clear Lake excursions in summer. Scene below is on Main St., Mason City.

78

VL

GLOBE TICKET COMPANY, PHILA., PA.

|                                                                                                                                                                                                                                                                                                                                                                                                                             |   |   |   |   |   |   |   |   |    |                                                                                  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|---|---|---|---|---|---|---|----|----------------------------------------------------------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 1                                                                                                                                                                                                                                                                                                                                                                                                                           | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11                                                                               | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
| <b>HIGHLANDS CAR</b><br>MASON CITY & CLEAR LAKE R. R. CO.<br>Conditions under which this transfer is issued and accepted.<br>No transfer issued on a transfer. Transfer will be issued from this car to Clear Lake car at Clear Lake Junction only. Transfer to Federal Ave. car will be honored North at 4th St. N. E. only, East at 8th St. S. E. only.<br>This ticket is good only on first car following hour of issue. |   |   |   |   |   |   |   |   |    | <b>078302</b><br>Clear Lake<br>North Federal<br>8th St. S. E.<br>2d Street N. W. |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |

|    |       |    |       |
|----|-------|----|-------|
| 1  | 10:20 | 7  | 10:25 |
| 30 | 40:50 | 30 | 40:50 |
| 2  | 10:20 | 8  | 10:25 |
| 30 | 40:50 | 30 | 40:50 |
| 3  | 10:20 | 9  | 10:25 |
| 30 | 40:50 | 30 | 40:50 |
| 4  | 10:20 | 10 | 10:25 |
| 30 | 40:50 | 30 | 40:50 |
| 5  | 10:20 | 11 | 10:25 |
| 30 | 40:50 | 30 | 40:50 |
| 6  | 10:20 | 12 | 10:25 |
| 30 | 40:50 | 30 | 40:50 |

**TIME CARD**  
**M. C. & C. L. R. R.**  
COMPANY

JUNE 1, 1934

|                       |                       |
|-----------------------|-----------------------|
| <b>Lv. Mason City</b> | <b>Lv. Clear Lake</b> |
| 6:15 a m*             | 5:35 a m*             |
| 7:35 a m              | 7:00 a m              |
| 9:05 a m              | 8:10 a m              |
| 10:55 a m             | 8:10 a m              |
| 12:35 p m             | 10:05 a m             |
| 2:25 p m              | 11:45 a m             |
| 4:05 p m              | 1:35 p m              |
| 5:05 p m*             | 3:10 p m              |
| 6:05 p m              | 5:05 p m              |
| 7:55 p m              | 6:05 p m*             |
| 9:35 p m              | 7:05 p m              |
| 11:10 p m             | 8:35 p m              |
|                       | 10:35 p m             |

**FREIGHT TRAINS**

|          |           |
|----------|-----------|
| 7:50 a m | 6:30 a m  |
| 1:50 p m | 11:00 a m |

*Fares are for continuous passage, no stopovers  
35c one way; 50c round trip.*

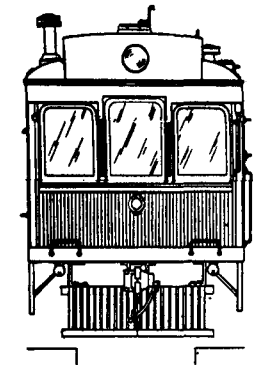
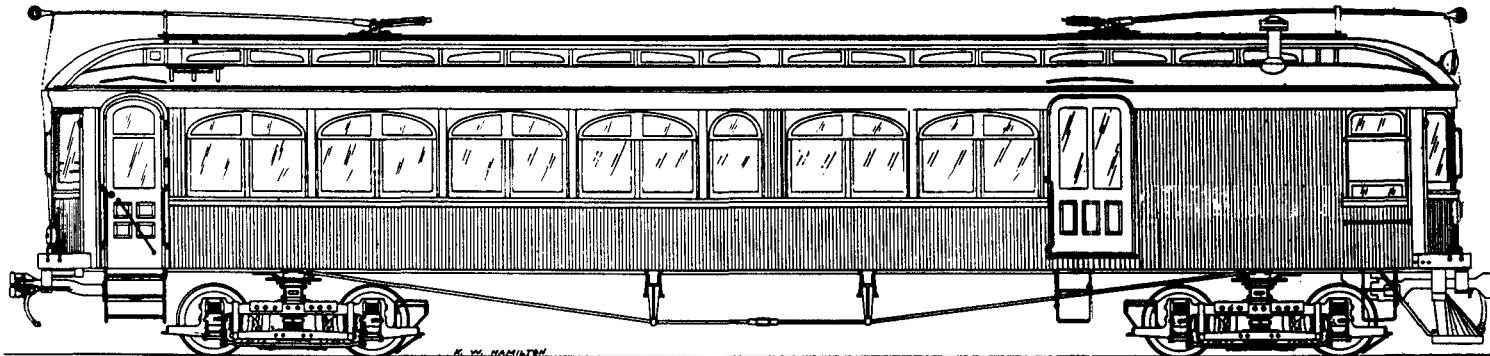
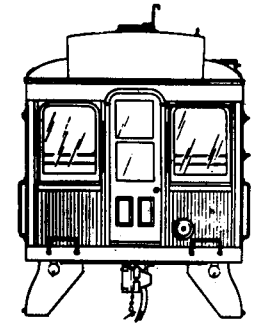
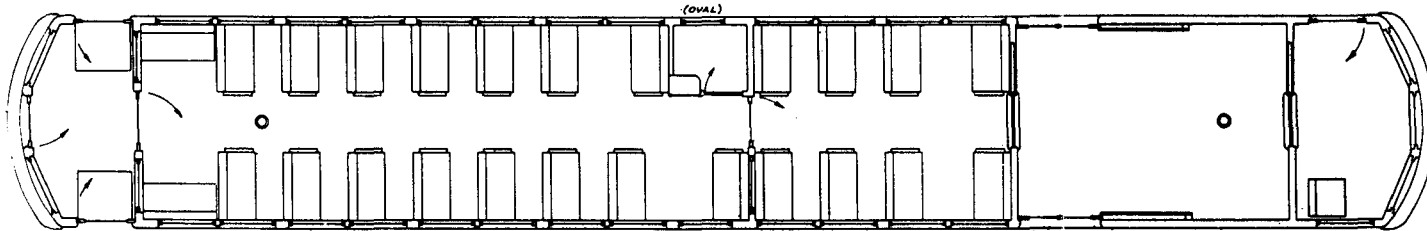
*Federal Ave. cars leave C. M. & St. P. depot at 5:30 a. m. and every 15 minutes thereafter up to and including 11:00 p. m. and every 30 minutes thereafter up to and including 12:30 a. m.*

*Clear Lake Junction Cars leave Slate Street at 5:30 a. m. and every thirty minutes thereafter up to and including 12:05 a. m. and leave Clear Lake Junction at 3:50 a. m. and every thirty minutes thereafter up to and including 12:15 a. m.*

*Highlands cars leave Slate Street at 5:30 a. m. and every thirty minutes thereafter up to and including 11:10 p. m. and Highlands at 5:50 a. m. and every 30 minutes thereafter up to and including 11:20 p. m.*

\*Daily Except Sunday

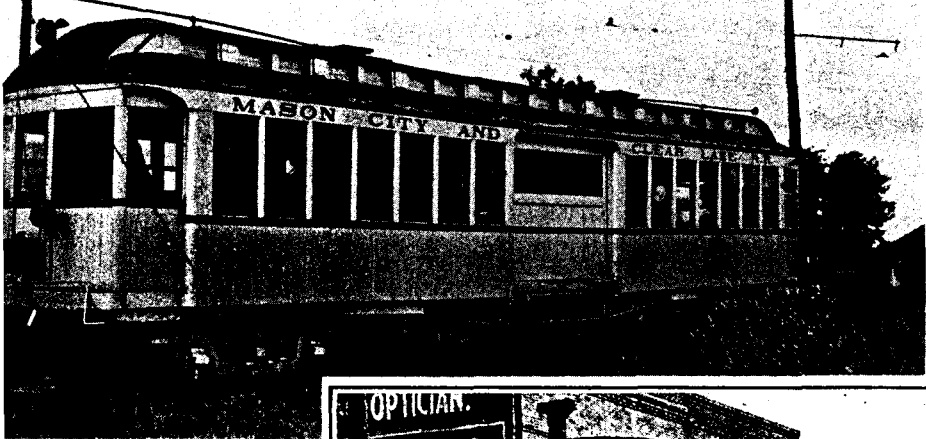
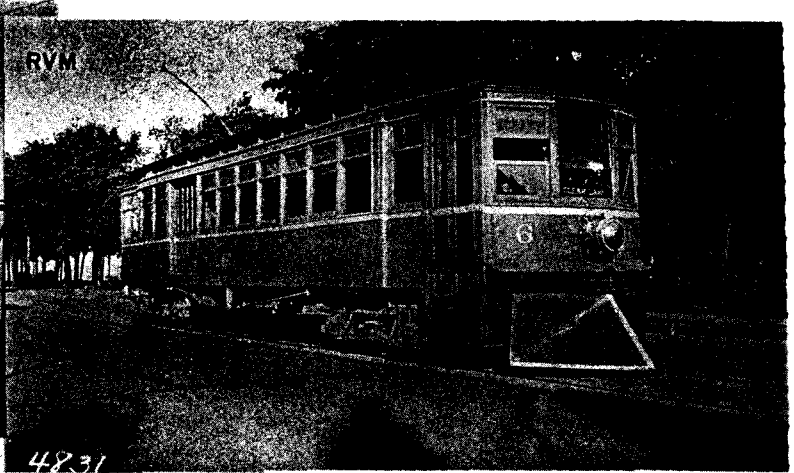
Mason City & Clear Lake Railway



12 6 0 1 2 3 4 5 6 7 8 9 10 FEET  
SCALE

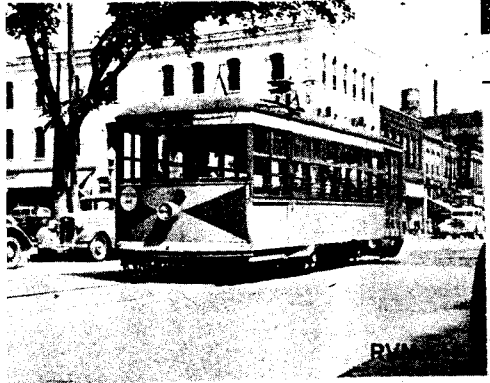
MASON CITY & CLEAR LAKE RY.  
Cars 21 and 22  
Builder: American Car Company, St. Louis, Mo.  
Equipment: 4-General Electric 73 motors  
Type M Control, C-6 master control.

KH/gk

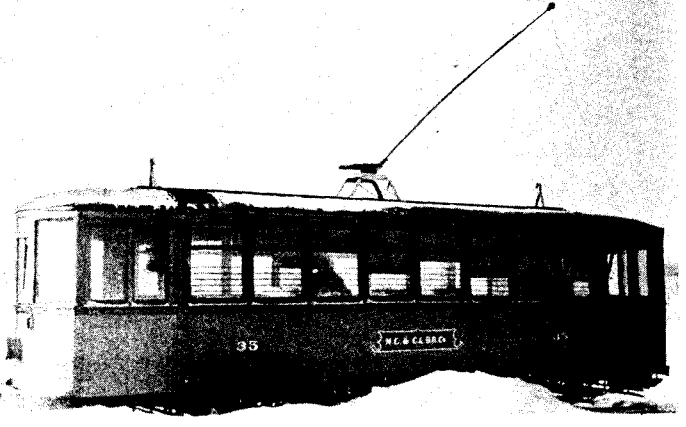


One-man cars, rebuilt at Davenport from city cars, furnished interurban service in later years.

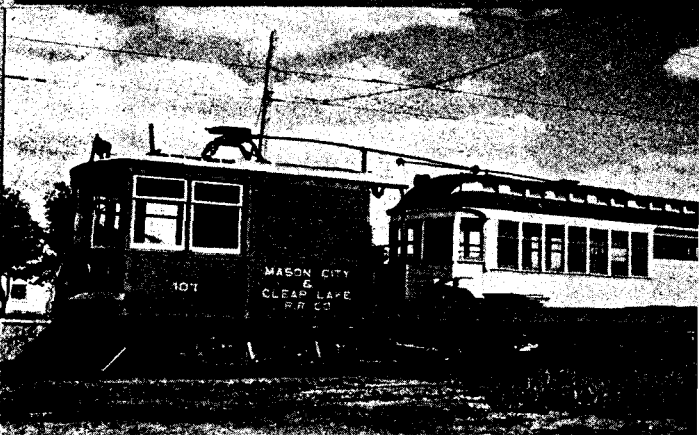
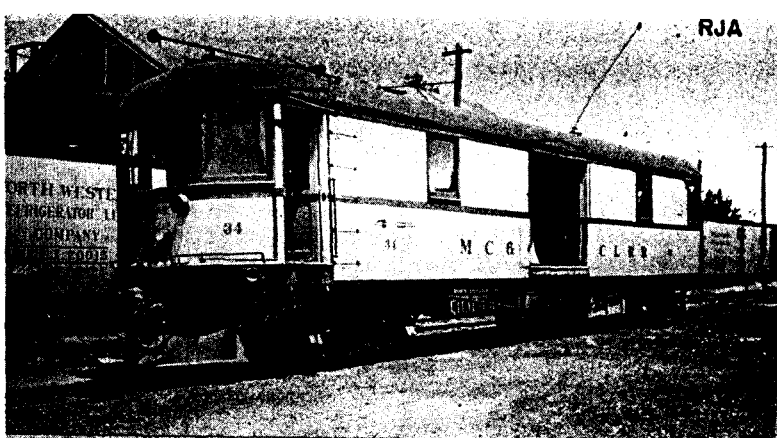
New Haven suburbans filled in during summer rush. Car was motorized and equipped at the right with Pullman-built and closed trailers.



MWN

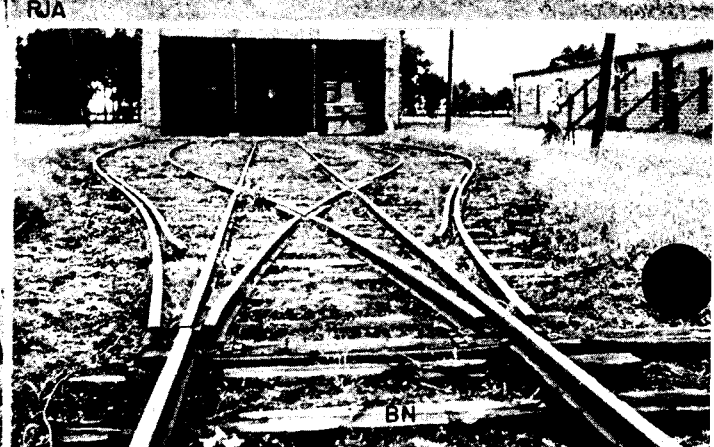
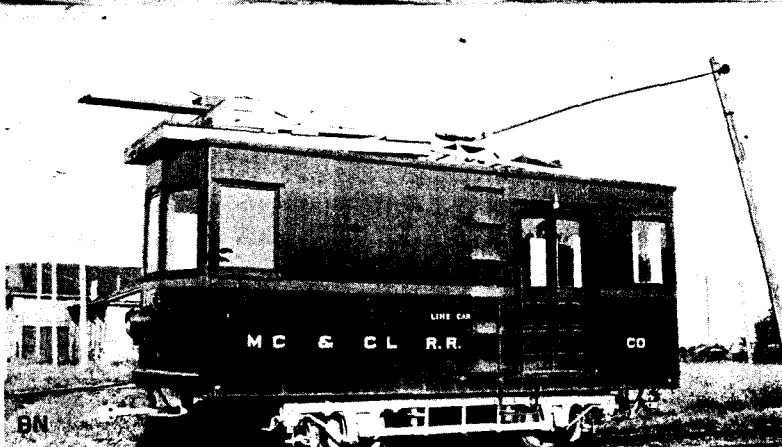
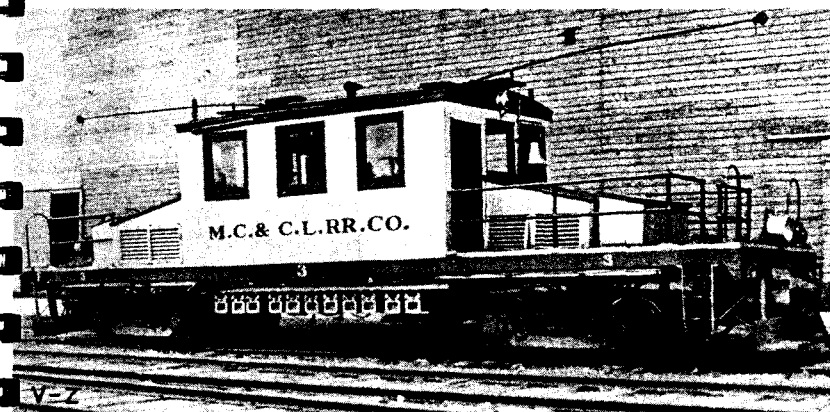


Birney and pre-Birney single-truckers took car of local service within Mason City.

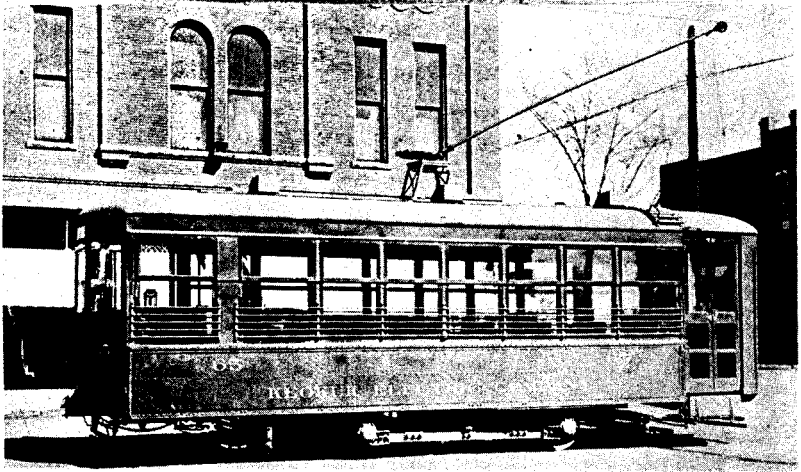
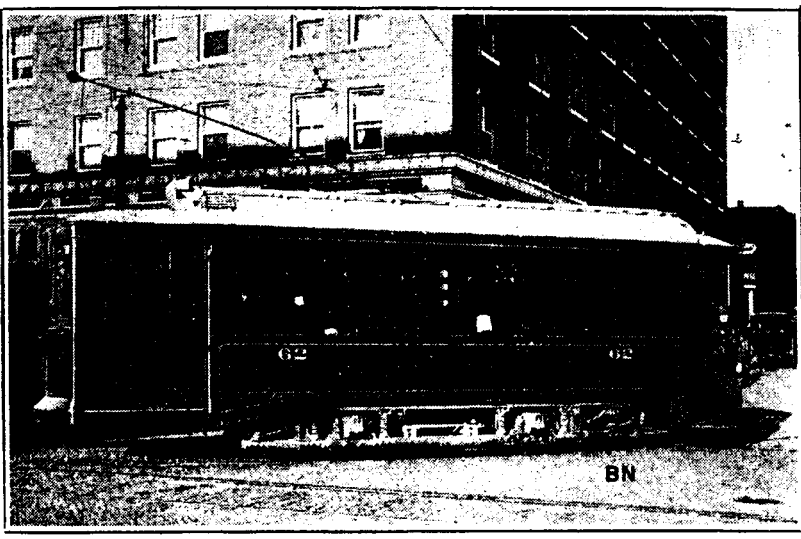
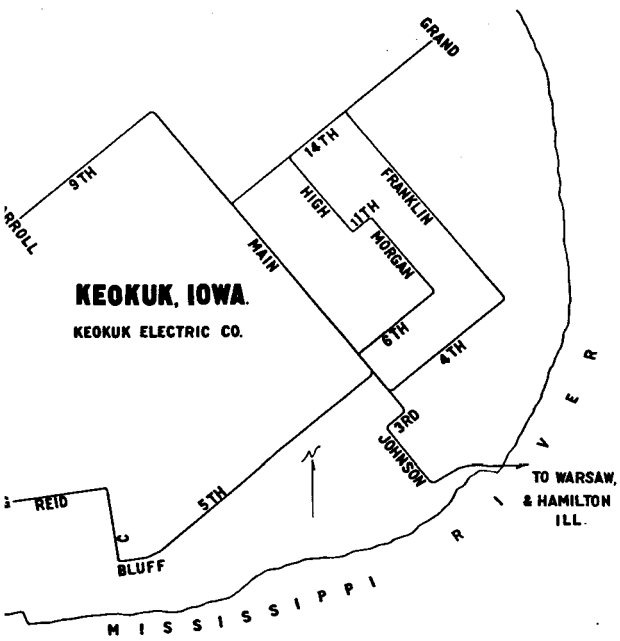


Mason City's older freight motive power was heavy box motor #34 shown above and #3 shown below. Later locomotives, like #50 and also of the standard Baldwin-Westinghouse type, were acquired second-hand. Service cars were in the 100 series. Three-way stub switch at Emery shops was an oddity.

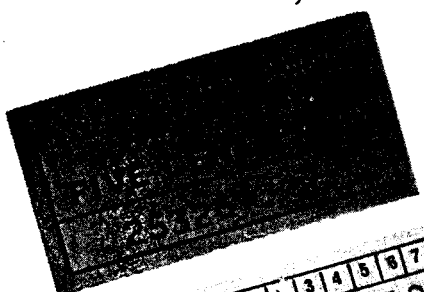
Roster appears at bottom of page 145.



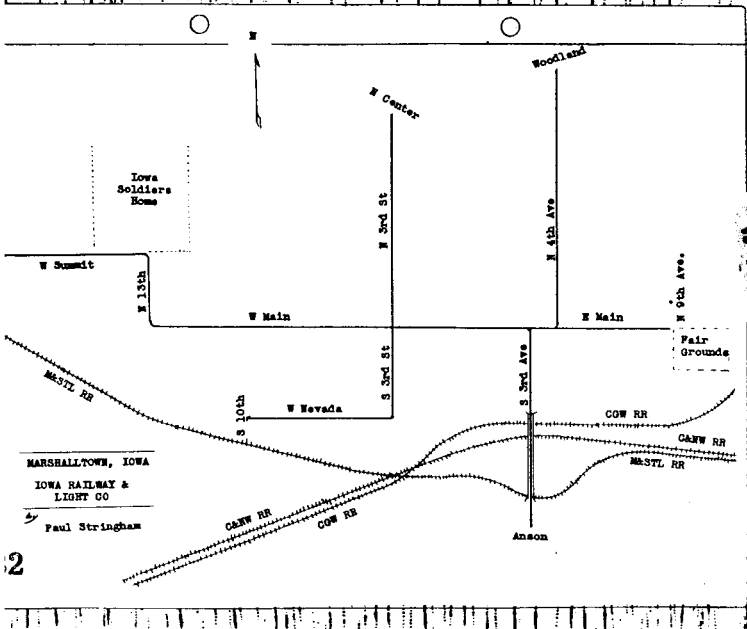




additional material, see CERA B-99.



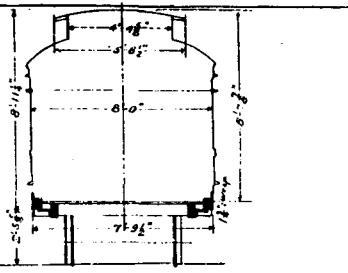
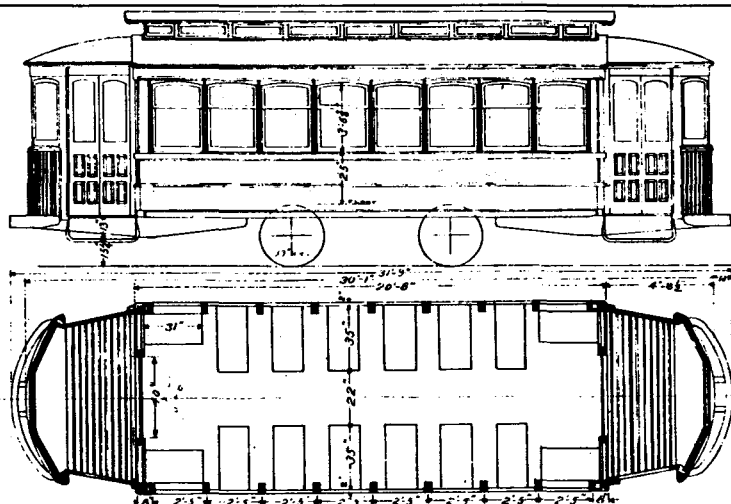
Keokuk Electric Company  
 Transfer Ticket  
 306920  
 Manager  
 KEOKUK, IOWA  
 HAMILTON, ILL.  
 NOT TRANSFERABLE  
 EMERGENCY  
 Hours after Hour  
 1 2 3 4 5 6 7 8 9 10  
 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31



MARSHALLTOWN  
 Iowa Railway and Light Corp.  
 S. H. C244171  
 N. 3d  
 City Park  
 Fair Grounds  
 Depots  
 S. 3d  
 TRANSFER  
 GOOD ONLY ON FIRST CONNECTING CAR AFTER TIME CANCELLED AT TRANSFER JUNCTION  
 ONE TICKET COMPANY, MILWAUKEE, WIS.  
 1 183048  
 2 183048  
 3 183048  
 4 183048  
 5 183048  
 6 183048  
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 30 183048  
 31 183048  
 A.M. 12 3 4 5 6 7 8 9 10 11 12  
 M. 12 183048



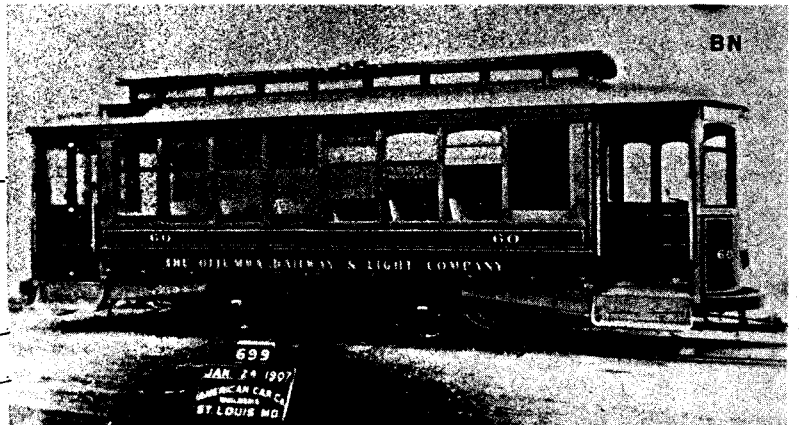




J. G. BRILL COMPANY.

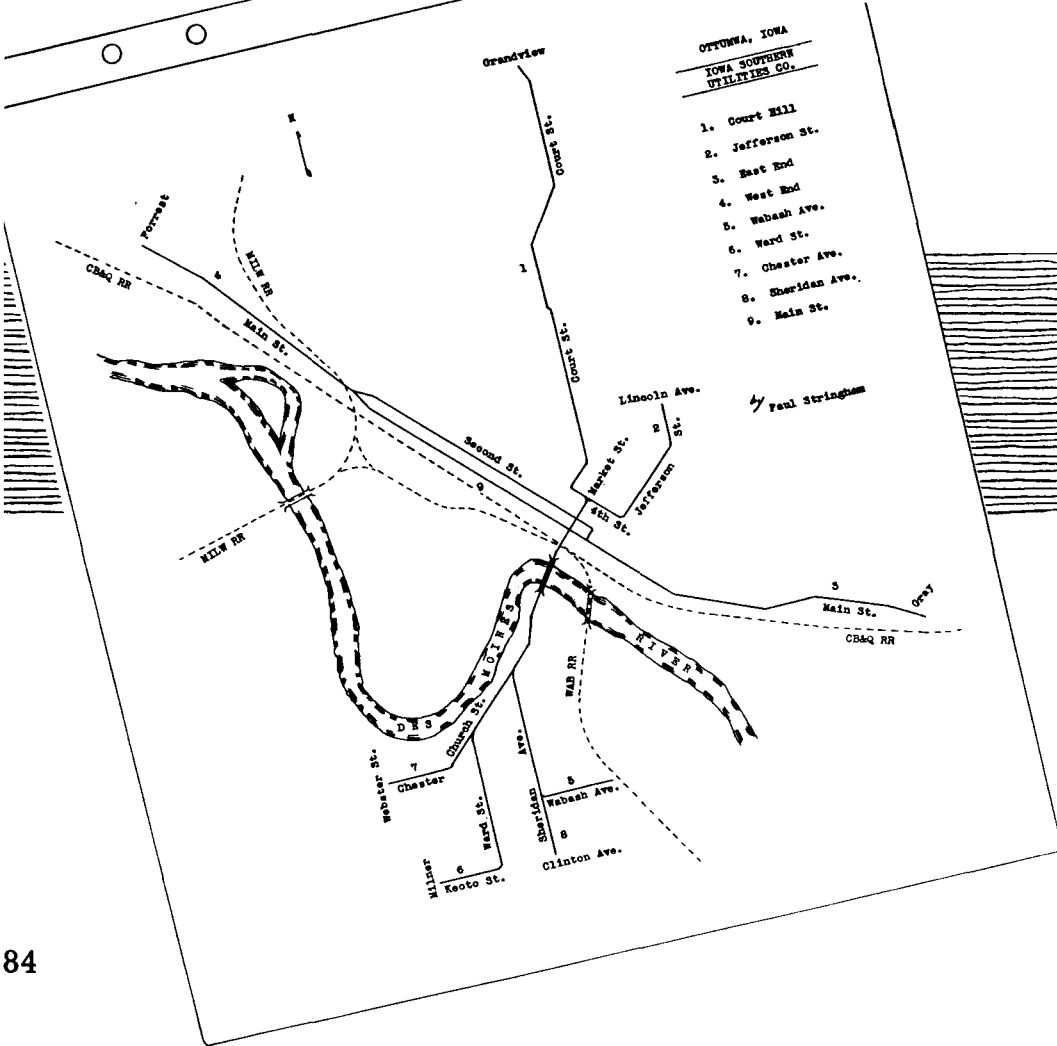
20'-8" Semi-convertible Car.

Side view 45' 3 1/2"  
 Wheelbase 4' 1 1/2"  
 Front 100 35' 1 1/2"  
 Coupling 30' 2 1/2"  
 Corner Posts 3 1/2"  
 Side 7 1/2"

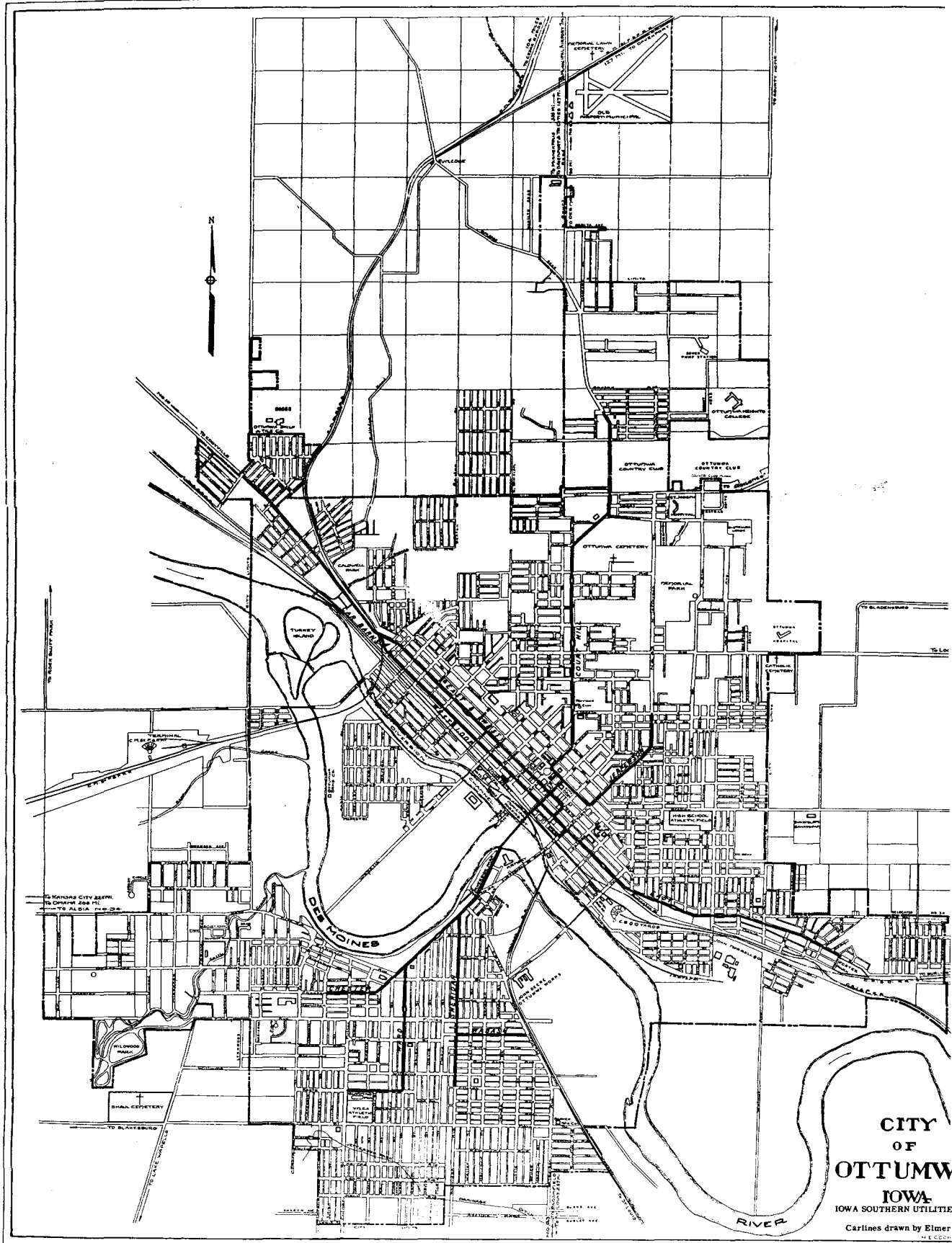


BN

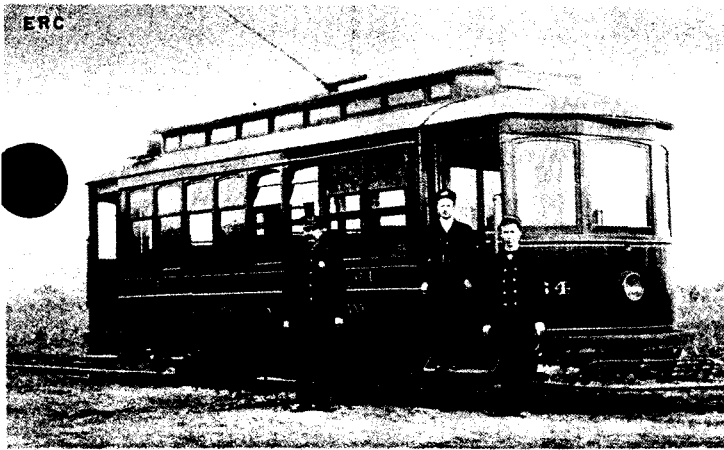
Ottumwa's standard Brill (American) 8-window single-truckers were almost identical to the HO Mantua model street car so popular fifty years later!



1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100



CITY  
OF  
OTTUMWA  
IOWA  
IOWA SOUTHERN UTILITIES  
Cartlines drawn by Elmer  
1911



**OTTUMWA:**

The Ottumwa Railway & Light Company was incorporated in December 1905 as a successor to the Ottumwa Traction & Light Company. It operated street railway, light, power and steam heating plants. In 1914 there were 12 miles of track with 24 motor and 10 trail cars. Street railway operation ended in the early 1930s.



WCJ



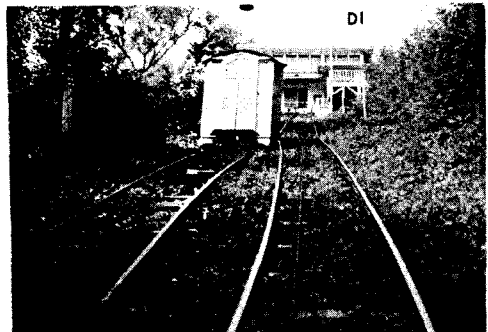
WCJ

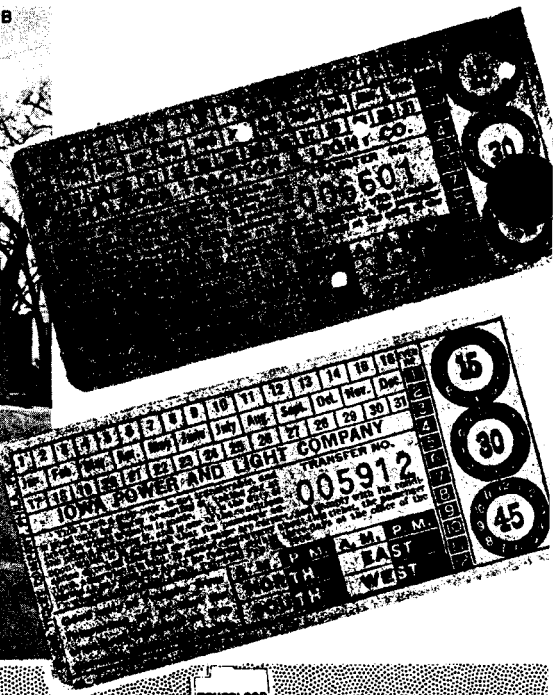
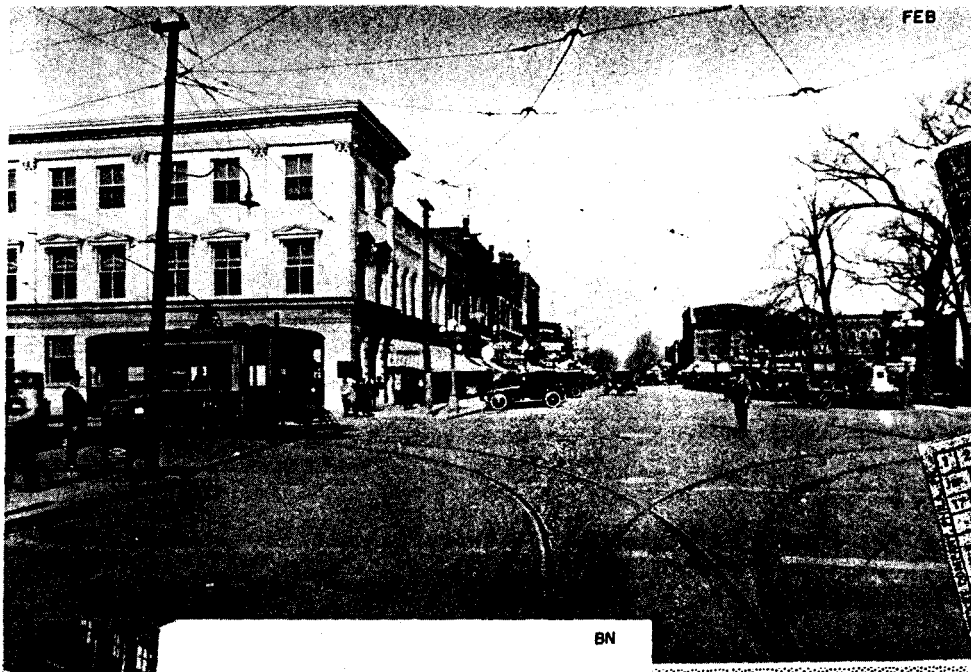


**F E N E L O N P L A C E E L E V A T O R C O M P A N Y**  
Dubuque, Iowa



Iowa's sole remaining electric railway regularly engaged in passenger traffic.

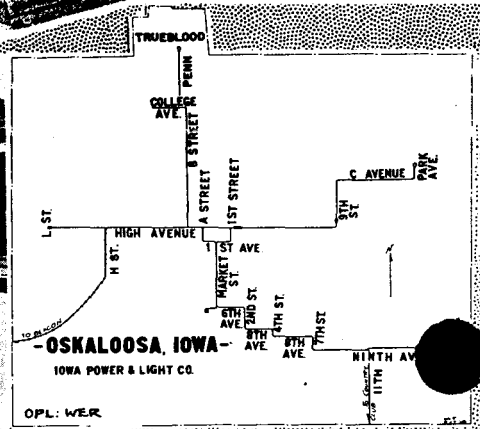




BN



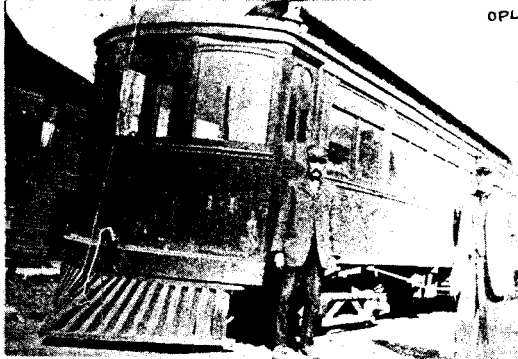
OPL



OSKALOOSA, IOWA

IOWA POWER & LIGHT CO.

OPL: W.E.R.



OPL

TOP: Oskaloosa's two-window front end Birney car was a real rarity as it shyly poked its way into the town square.

BELOW: Altho not positively identified, this long interurban #6 is thought to be Oskaloosa's first suburban job.

OSKALOOSA-BEACON:

The Oskaloosa-Buxton Electric Railway was the first in Iowa to have catenary overhead trolley construction. It was built southwest from Oskaloosa on a right-of-way 70 ft. wide, with guards at all crossings and neat waiting shanties at every stop. There was one short grade of 2 1/2%.

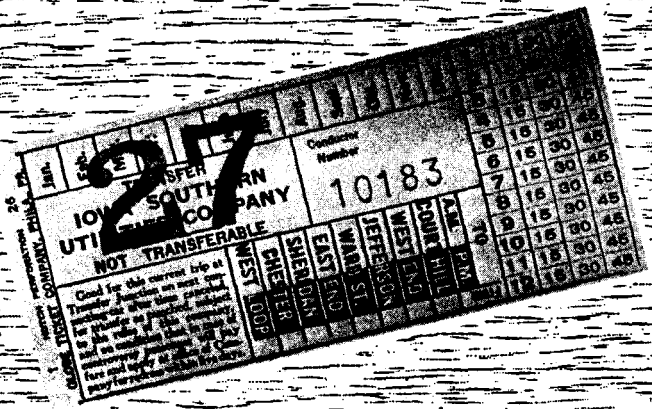
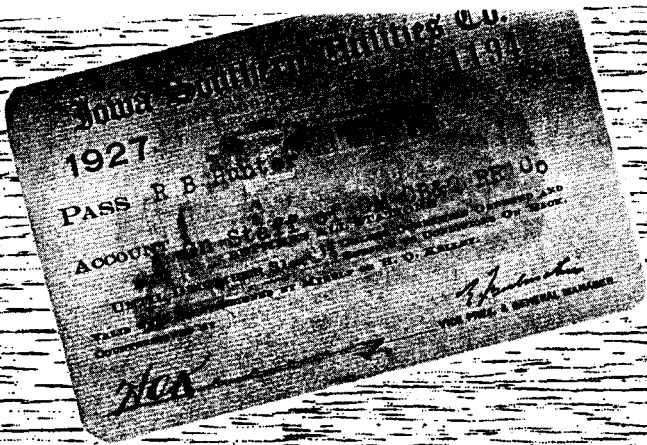
Construction of the first 3 miles to the town of Beacon was completed and placed in service in 1907. The remaining 15 miles to Buxton, which would have formed a connection with the Southern Iowa Traction line had it, too, built its projected extension, was never laid down.

In the meantime, one interurban car of conventional design was able to maintain a 40 minute headway. A single truck city type car, apparently fitted with a baggage compartment, relieved the bigger interurban on occasion.

The interurban railway, with the Oskaloosa city system operated by the same management, was abandoned in the 1920s.



BN



**CENTERVILLE-ALBIA-MYSTIC**

The Southern Iowa Railway has the longest and probably the most colorful history of all of the Iowa electric railways. The original predecessor company was chartered May 6, 1879 as the Centerville Moravia & Albia Railroad and was actually built as a branch of the Missouri Iowa & Nebraska Railroad, part of the Wabash System.

For a time the Wabash operated its St. Louis-Des Moines trains over this line, but when the Wabash System disintegrated in 1885, the line was turned back to its bondholders, who let it remain idle for a while. In 1890, after being reorganized as the Albia & Centerville Railway, it was leased to the Iowa Central (later part of the Minneapolis & St. Louis Railway), which operated it until 1910. The owners then became dissatisfied with M & SL management and forcibly repossessed their property by running a borrowed Burlington engine and coach over the line without benefit of a train order or any rights whatsoever on November 26, 1910. The new operation, altho steam-powered, became known as the Southern Iowa Traction Company.

Train service at this period consisted of mixed freight and passenger trains, most of the time only one per day each way.

In 1914 the Centerville Light & Traction Company, operating a street railway and power business in Centerville, acquired the property and changed its name to the Centerville Albia & Southern Railway. Soon thereafter, it was modernized and electrified.

One of the first changes was to bring the line directly into the business district via trackage of the company's Mystic interurban branch. New freight terminal facilities were constructed within a block of the heart of town. The new line became a belt line and terminal railway which permitted steam railway carloads to be brought to more convenient delivery. Track connections were installed with the Milwaukee Railroad at Trask. Together with a Wabash connection at Moravia and a M&SL connection at Albia, this gave access to Centerville to three additional railroads.

Freight equipment included two box motor cars, also built by American, with a 40 ft. body and

powered by 4-Westinghouse 305 motors rated 80 hp each at 600 volts. Type HL control was installed on these cars, which are in service today.

There were also a number of small city and suburban cars for the Mystic line and local service, of which only little work car #9 survives. This car finds its most interesting use as an inspection car for the railfan inspection trips which the company happily encourages. A local railfan group recently sponsored the repainting of this car a brilliant orange color.

During the 1917-18 war period, the line bought a standard Baldwin-Westinghouse electric locomotive with 4-562 (100 hp) motors. This, today, is its principal workhorse.

Between Centerville and Trask, the country is rolling and the line traverses the Chariton River bottoms. From Trask to Albia the ground is largely flat farmland. All the equipment was geared for low speed. This proved no handicap in the early days, as there was no competition for the north-south business.

Passenger service was discontinued in March of 1933 after piling up a continuous loss record for years. In 1944, 2½ miles of track between Mystic and Appanoose was abandoned. In March of 1948, 10½ miles between Moravia and Albia were scrapped.

The road, known as the Southern Iowa Railway since 1941, continues to haul freight electrically over the remaining 16 miles of line.

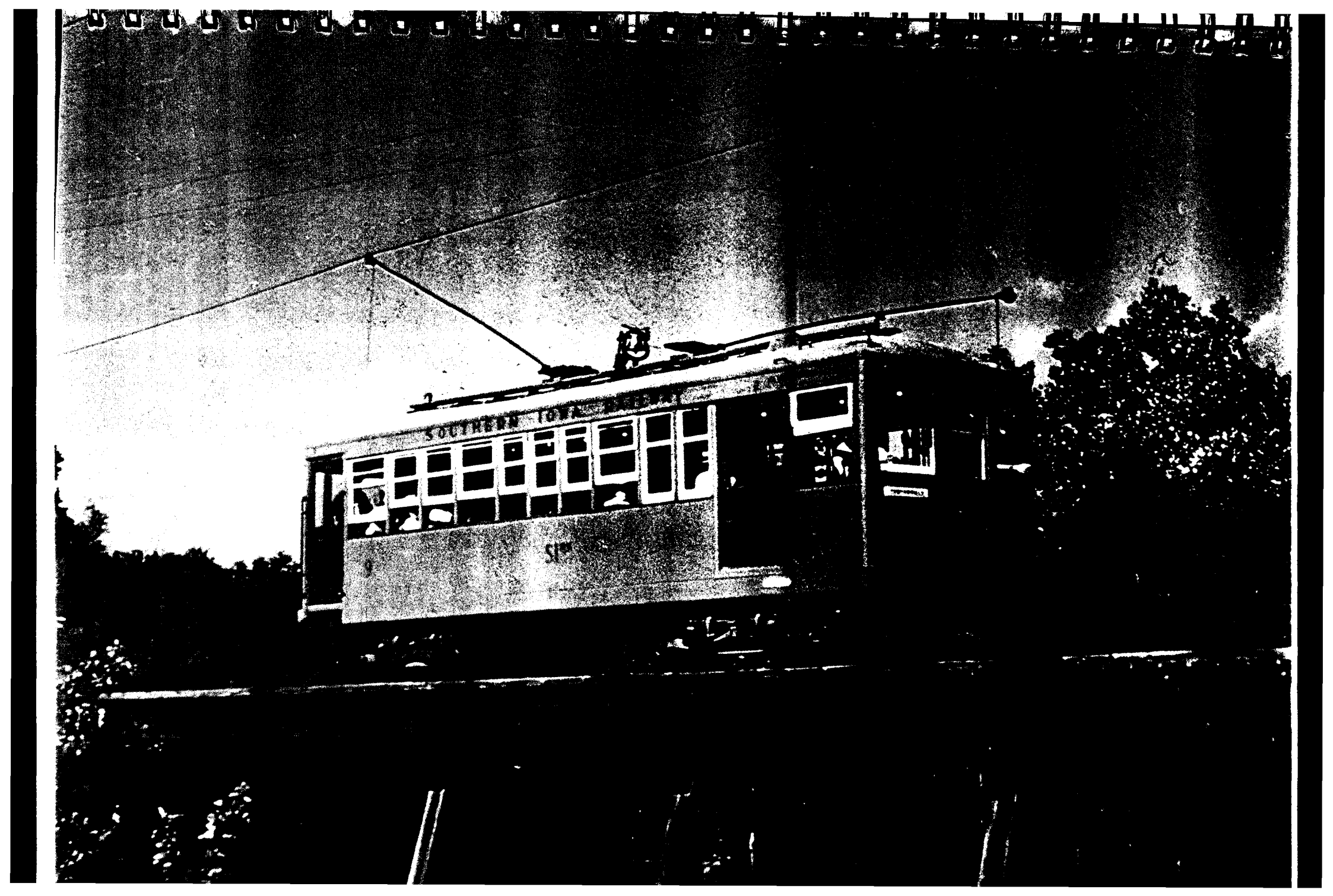
Centerville is surrounded by an extensive coal field, which provides fuel for the company power plants as well as freight traffic. In 1916 the name of the property was changed to Iowa Southern Utilities Company, which more accurately reflected its activities.

Interurban passenger equipment consisted of two center-entrance cars built by the American Car Company. They were about 45 ft. long and had baggage, smoking and "ladies" compartments, the latter a desirable feature on a road that hauled miners who sometimes became quite boisterous on pay-days. Electrical equipment on the passenger interurbans consisted of 4-Westinghouse 313A motors, rated 40 hp each at 600 volts DC. Control was type K35.



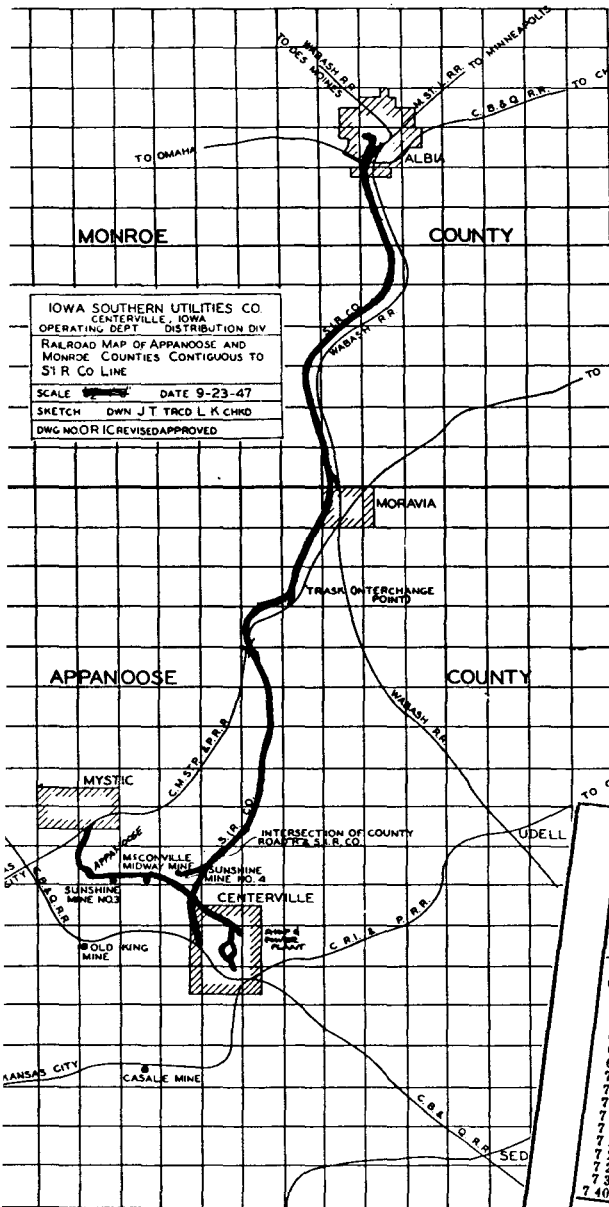
SOUTHERN TOWN

SIMP





# IOWA SOUTHERN UTILITIES COMPANY



IOWA SOUTHERN UTILITIES CO.  
 CENTERVILLE, IOWA  
 OPERATING DEPT. DISTRIBUTION DIV.  
 RAILROAD MAP OF APPANOOSE AND  
 MONROE COUNTIES CONTIGUOUS TO  
 S.I.R. CO. LINE  
 SCALE \_\_\_\_\_ DATE 9-23-47  
 SKETCH BY J.T. TRCO L.K. CHND  
 DWG. NO. ORIC REVIS. APPROVED

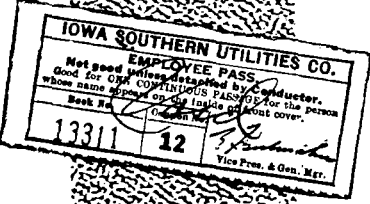
### NOTES:

- S.I. Ry dismantled north of WABASH INTERCHANGE, MORAVIA
- LINE from C.B.&Q. CENTERVILLE TO MD&L ALBIA BUILT 1871 AS IOWA CENTRAL RY. FERTILIZED ABOUT 1912.
- LINE from CENTERVILLE TO MYSTIC BUILT 1909 AS CENTERVILLE LT. & TRAC. CO.
- STEEP GRADES & SHARP CURVES from CENTERVILLE TO MYSTIC and TRASK.
- POWER FROM 60V SYSTEM CONVERTED TO 600V. D.C. AT MORAVIA and RIZEV PLANT. PORTABLE SUB CAR STORED.
- ROLLING STOCK:  
 LOCOMOTIVE #480  
 BALDWIN TYPE B-B  
 BOX MOTORS #100-101  
 4 MOTOR HL CONTROL  
 HOOR CAR (EX-SUBN  
 PS&E CAR #49)  
 SINGLE TRUCK LIME CAR.  
 ABOUT 20 STEEL HOPPER  
 OR SIDE DUMP CARS.  
 ALL SECOND-HAND.  
 2 FLATS  
 1-HOME MADE DOUBLE-END  
 WEDGE FLOW TRAILER.  
 2-CENTER ENTER. INTERURBAN  
 PS&E RETIRED  
 (BODIES AT MORAVIA)  
 3-CITY CARS RETIRED
- PRINCIPAL TRAFFIC COMPANY  
 COAL FROM MINES TO  
 POWER PLANT.  
 OTHER PRINCIPAL INDUSTRY  
 POTTERY PLANT ON C.B.&Q.  
 INTERCHANGE LINE.



## RAILROAD MAP of APPANOOSE and MONROE COUNTIES contiguous to S.I.R. CO. LINE

REC. FROM R. WEBB S.I.R.  
 CENTERVILLE, SAT. 5-31-52 DWG. NO. ORIC REVIS.



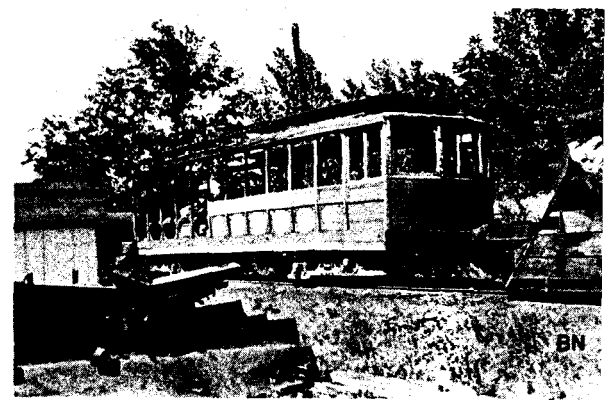
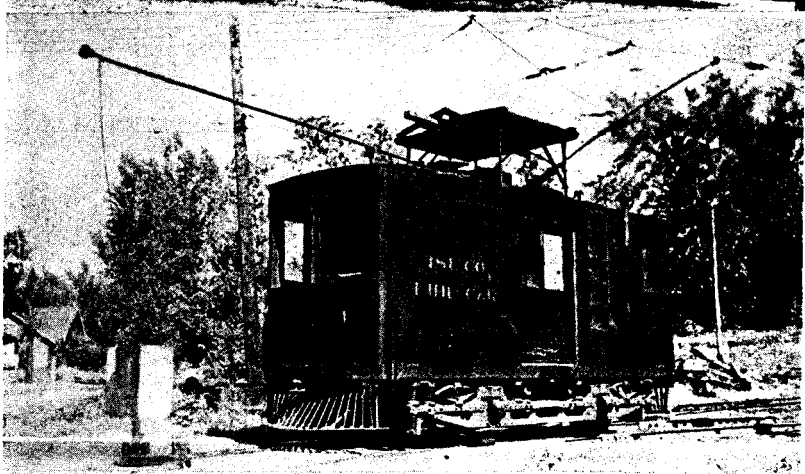
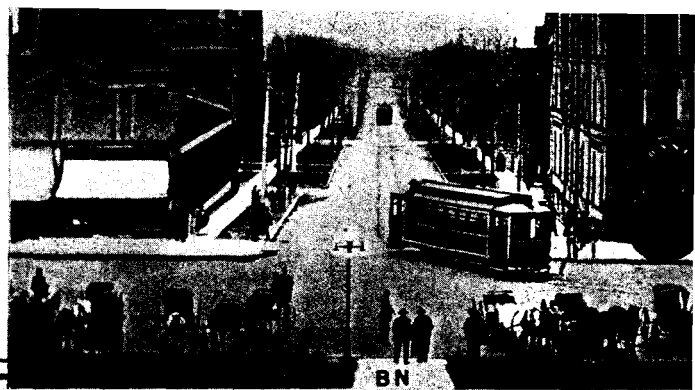
| Mystic and Centerville to Albia |                |                |                              | Mystic Line—Westbound |                |                 |
|---------------------------------|----------------|----------------|------------------------------|-----------------------|----------------|-----------------|
| No. 1<br>Daily                  | No. 3<br>Daily | No. 5<br>Daily | MILES                        | No. 7<br>Daily        | No. 9<br>Daily | No. 11<br>Daily |
| 6:30 A.M.                       | 8:00 A.M.      | 10:00 A.M.     |                              | 7:00 P.M.             | 3:00 P.M.      | 8:00 P.M.       |
| 6:36                            | 9:00           | 10:30          | MYSTIC                       | 7:05                  | 4:00           | 8:30            |
| 6:40                            | 9:06           | 10:36          | CENTERVILLE                  | 7:10                  | 4:06           | 8:36            |
| 6:44                            | 9:10           | 10:40          | JUNCTION                     | 7:15                  | 4:10           | 8:39            |
| 6:49                            | 9:13           | 10:43          | FORBUSH                      | 7:20                  | 4:14           | 8:43            |
| 6:54                            | 9:17           | 10:47          | DENNIS                       | 7:25                  | 4:19           | 8:47            |
| 6:58                            | 9:22           | 10:52          | ROSEBROOK                    | 7:30                  | 4:24           | 8:52            |
| 7:01                            | 9:28           | 10:54          | OAKS                         | 7:35                  | 4:28           | 8:57            |
| 7:02                            | 9:31           | 10:57          | TRASK                        | 7:40                  | 4:32           | 9:00            |
| 7:08                            | 9:32           | 11:00          | MAINE                        | 7:45                  | 4:39           | 9:01            |
| 7:13                            | 9:39           | 11:06          | MORAVIA                      | 7:50                  | 4:45           | 9:04            |
| 7:18                            | 9:44           | 11:11          | MEADOWS                      | 7:55                  | 4:50           | 9:08            |
| 7:21                            | 9:49           | 11:16          | WAYSIDE                      | 8:00                  | 4:56           | 9:19            |
| 7:24                            | 9:52           | 11:22          | HILTON                       | 8:05                  | 5:00           | 9:22            |
| 7:27                            | 9:55           | 11:27          | SELECTION                    | 8:10                  | 5:05           | 9:23            |
| 7:32                            | 9:58           | 11:32          | SOUTH NUMBER THREE           | 8:15                  | 5:12           | 9:25            |
| 7:40 A.M.                       | 10:03          | 11:40 A.M.     | RIZEVILLE                    | 8:20                  | 5:15           | 9:27            |
|                                 | 10:11          | 11:48 A.M.     | ALBIA (M. & S. L. Depot)     | 8:25                  | 5:20           | 9:28            |
|                                 |                |                | ALBIA (C.B.&Q. Depot Arrive) | 8:30                  | 5:25           | 9:30            |

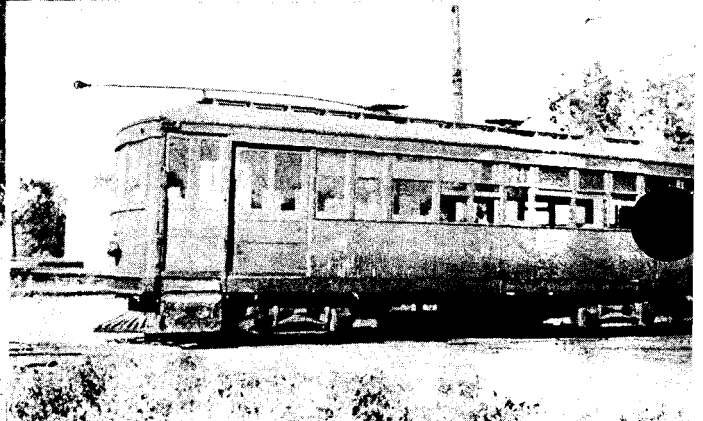
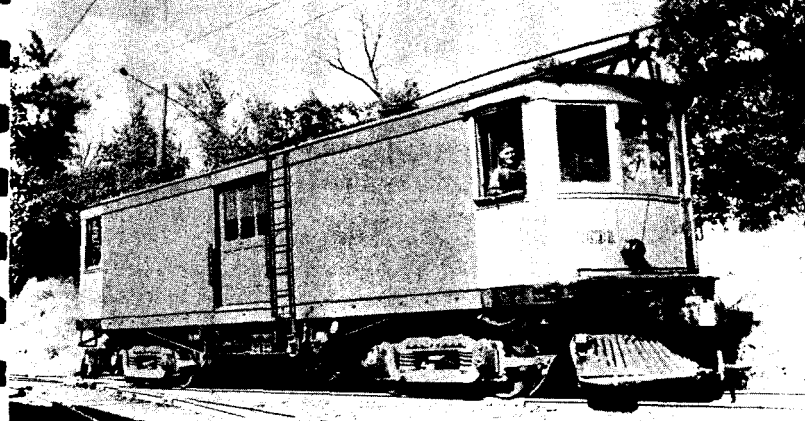
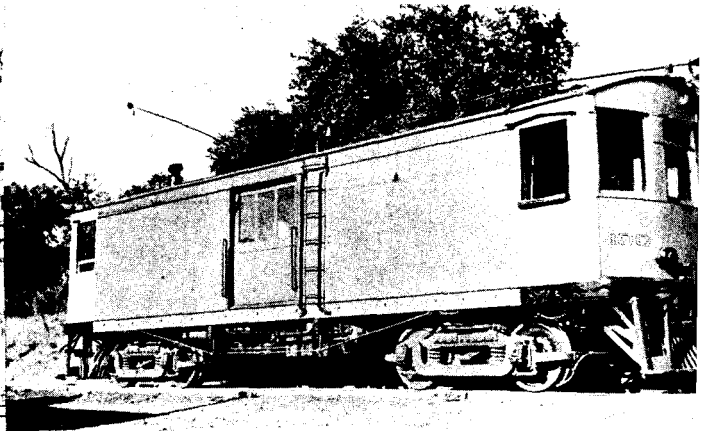
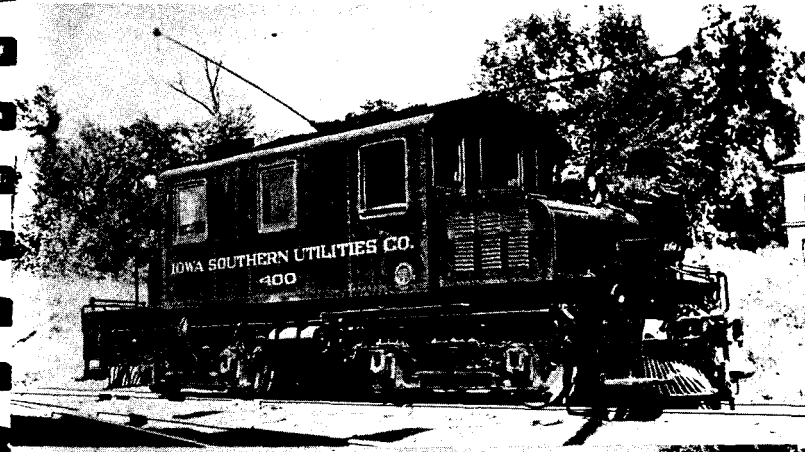
| Albia to Centerville and Mystic |                |                |                          | Mystic Line—Eastbound |                 |                 |
|---------------------------------|----------------|----------------|--------------------------|-----------------------|-----------------|-----------------|
| No. 2<br>Daily                  | No. 4<br>Daily | No. 6<br>Daily | MILES                    | No. 8<br>Daily        | No. 10<br>Daily | No. 12<br>Daily |
| 8:45 A.M.                       | 10:45 A.M.     | 12:30 P.M.     |                          | 4:15 P.M.             | 6:05 P.M.       | 9:50 P.M.       |
| 8:55                            | 10:52          | 12:40          | ALBIA (C. B. & Q. Depot) | 4:20                  | 6:12            | 9:58            |
| 9:02                            | 10:57          | 12:45          | ALBIA (M. & S. L. Depot) | 4:25                  | 6:17            | 10:03           |
| 9:05                            | 11:00          | 12:49          | RIZEVILLE                | 4:30                  | 6:20            | 10:06           |
| 9:08                            | 11:03          | 12:53          | SOUTH NUMBER THREE       | 4:35                  | 6:23            | 10:09           |
| 9:13                            | 11:06          | 12:56          | SELECTION                | 4:40                  | 6:28            | 10:12           |
| 9:20                            | 11:11          | 1:01           | HILTON                   | 4:45                  | 6:31            | 10:17           |
| 9:24                            | 11:17          | 1:07           | WAYSIDE                  | 4:50                  | 6:36            | 10:22           |
| 9:28                            | 11:21          | 1:12           | MORAVIA                  | 4:55                  | 6:41            | 10:25           |
| 9:32                            | 11:25          | 1:17           | MEADOWS                  | 5:00                  | 6:44            | 10:26           |
| 9:36                            | 11:28          | 1:21           | TRASK                    | 5:05                  | 6:47            | 10:29           |
| 9:41                            | 11:33          | 1:25           | OAKS                     | 5:10                  | 6:51            | 10:32           |
| 9:45                            | 11:36          | 1:29           | ROSEBROOK                | 5:15                  | 6:54            | 10:36           |
| 9:51                            | 11:39          | 1:32           | DENNIS                   | 5:20                  | 6:57            | 10:39           |
| 9:55                            | 11:44          | 1:36           | FORBUSH                  | 5:25                  | 7:02            | 10:42           |
| 9:59                            | 11:50          | 1:42           | JUNCTION                 | 5:30                  | 7:07            | 10:47           |
| 10:05 A.M.                      | 12:55 P.M.     | 2:55 P.M.      | ARRIVE CENTERVILLE       | 5:35                  | 7:10            | 10:47           |
|                                 |                |                | ARRIVE MYSTIC            | 5:40                  | 7:15            | 10:53           |

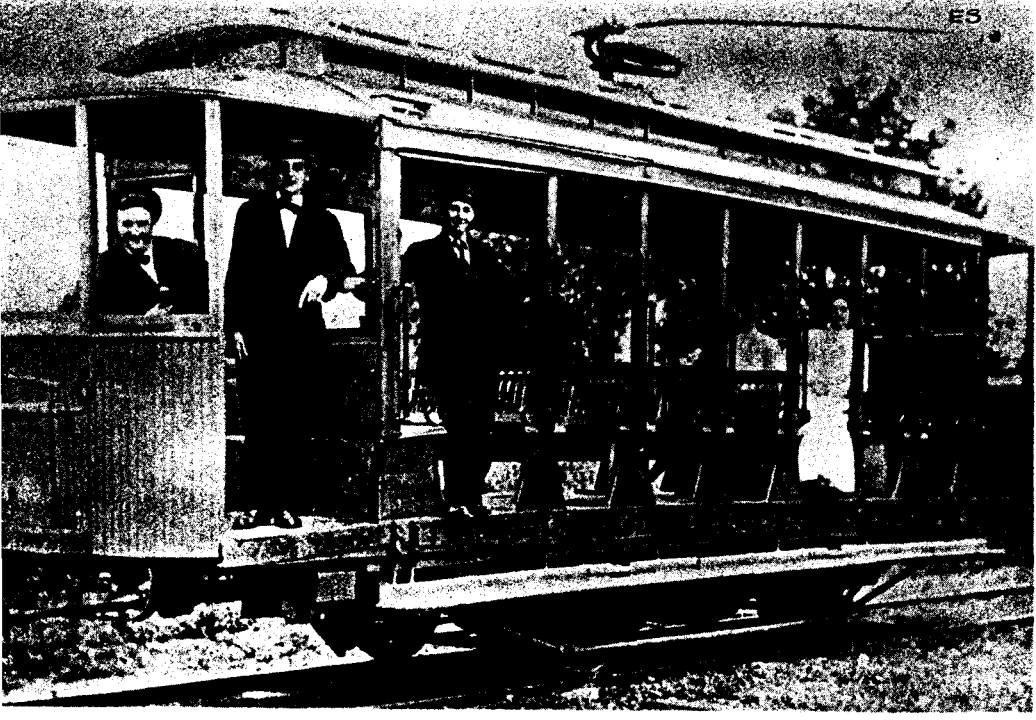
Cars leave Centerville daily for Mystic and intermediate points every hour on the half hour, from 6:30 A. M. until 8:30 P. M. Last car leaves Centerville at 10:15 P. M.  
 First car for Mystic on Sunday at 8:30 A. M.

Cars leave Mystic daily for Centerville and intermediate points every hour on the hour, from 7:00 A. M. until 9:00 P. M. Last car leaves Mystic at 11:00 P. M.  
 First car for Centerville on Sunday 9:00 A. M.



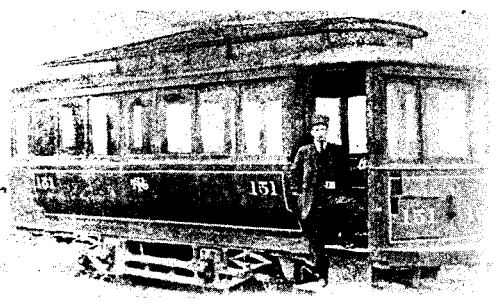
Centerville's street railway system is long gone, and its interurbans have dwindled to a freight-only operation reaching out only a few miles to Appanoose and Moravia, but recently nation-wide interest has been focussed on the property thru its cooperation with railfan groups. This has developed to the point where the Iowa Chapter of the National Railway Historical Society has repainted some of its interesting old (#1 and #9 shown here before this work) and plans to bring Waterloo interurban #1 here for permanent preservation.



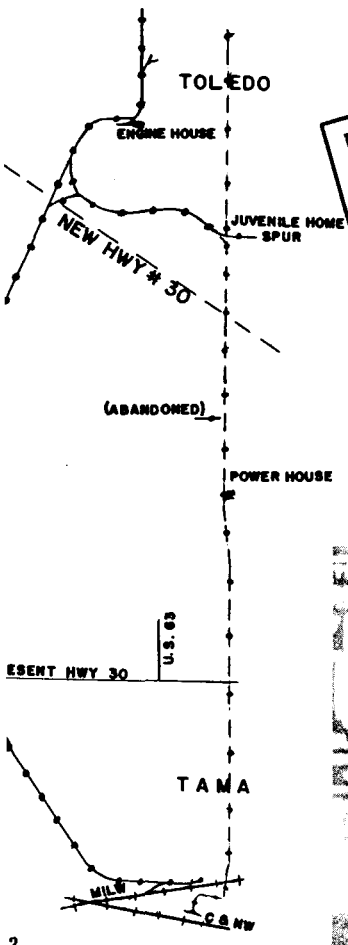


**-TOLEDO:**  
 3.95 miles of electric railway from Tama to Toledo, Iowa, was opened on July 4, 1894 by Tama & Toledo Electric Railway & Light Co. for operation of the line as well as electricity to the public was generated at a power house midway on the line. Coal was hauled by the Chicago & Western Railway at Toledo, or from the

Chicago Milwaukee & St. Paul Railroad at Tama. Original equipment consisted of two passenger cars, a baggage motor, 4 coal cars and a flat. In 1912, the roster showed 3 motor and 1 trail passenger; 1 freight motor and 9 freight trail cars. This was the year the entire line was relocated from side-of-the-road to private right-of-way.



The road came under the control of the Iowa Electric Light & Power Company, which also controlled the Crandic line, and, in 1919, its name was shortened to Tama & Toledo Railway Co. On June 17, 1925, passenger service was discontinued, and at a later date the line was de-electrified, an industrial gasoline locomotive taking over. And so it operated, until in 1954, it was finally abandoned.



Date 192 No. \_\_\_\_\_

**TAMA & TOLEDO RAILWAY**  
**BAGGAGE RECEIPT**

One Way Trip from \_\_\_\_\_ to \_\_\_\_\_ And return.

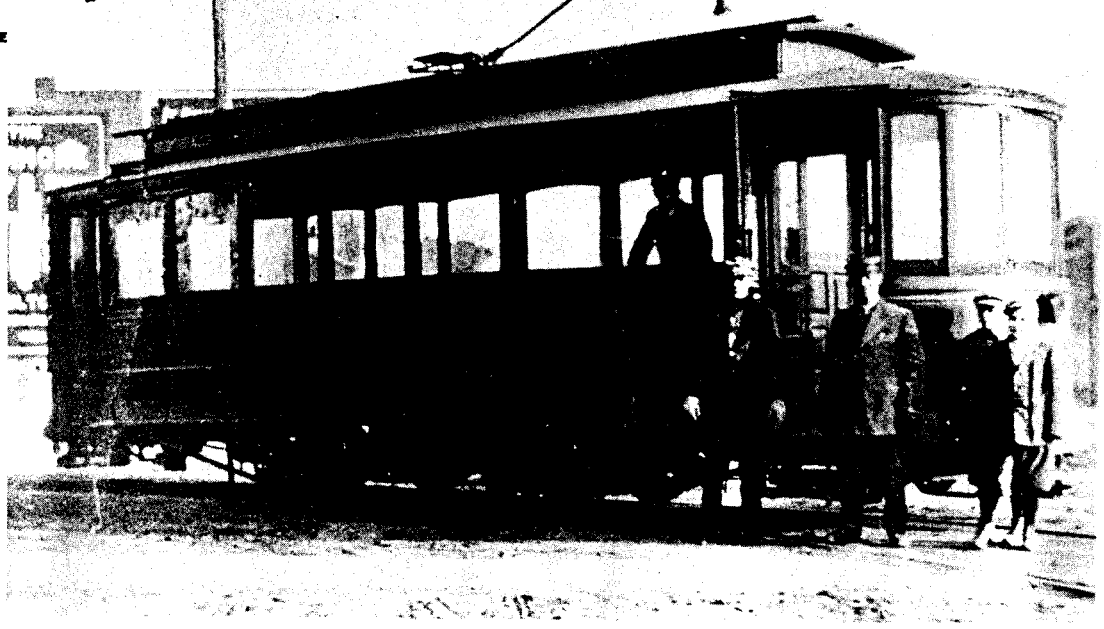
\*Round Trip \_\_\_\_\_ to \_\_\_\_\_ \$ \_\_\_\_\_

Received of \_\_\_\_\_ Kind \_\_\_\_\_

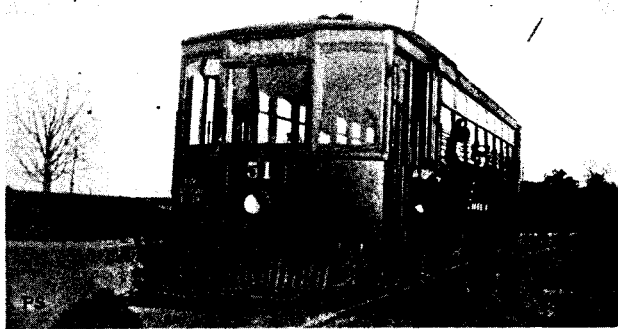
Number of pieces \_\_\_\_\_ Return trip \_\_\_\_\_

Trip \_\_\_\_\_ Conductor \_\_\_\_\_

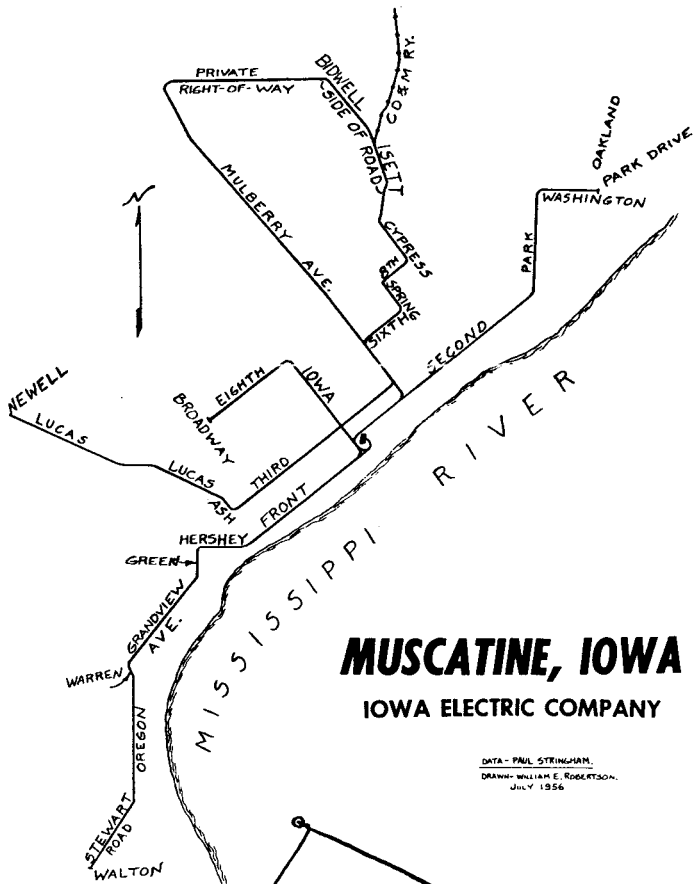
\*On round trip original of this receipt to be turned in to conductor, on return trip.





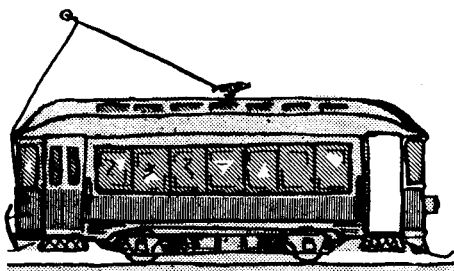


V-Z



**MUSCATINE, IOWA**  
IOWA ELECTRIC COMPANY

DATA - PAUL STENINGHAM,  
DRAWN - WILLIAM E. ROBERTSON,  
JULY 1956



**MUSCATINE:**

The Citizens Railway & Light Company, organized in April 1902 to operate a street way and power business in Muscatine. Operation of the railway commenced in 1906 and by then there were 12 miles of route with 21 passenger and 10 freight or service cars. Typical passenger equipment was a Brill 26-seat single-turtle back roof car.

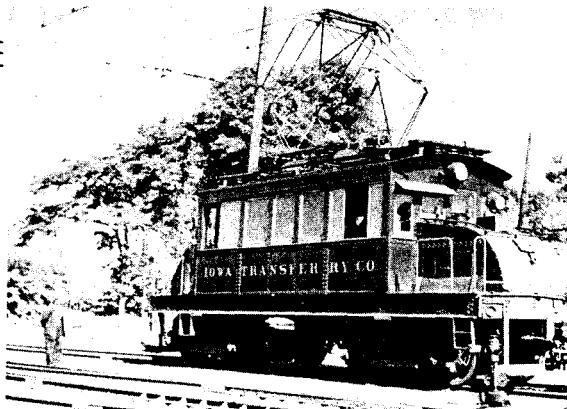
Interurbans of the Davenport & Muscatine way (later CD&MRy) changed from 1200 to 600 volts at the city limits in order to use the city's trackage in Muscatine. The two companies were under common control of the United States Railway Company of Grand Rapids.

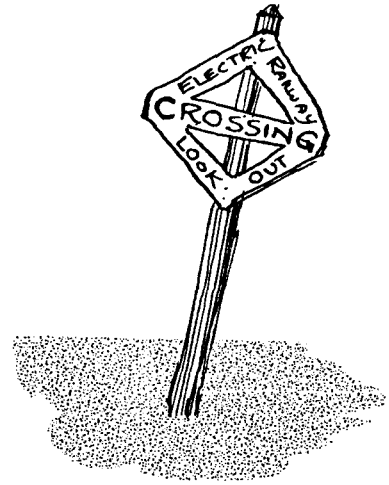
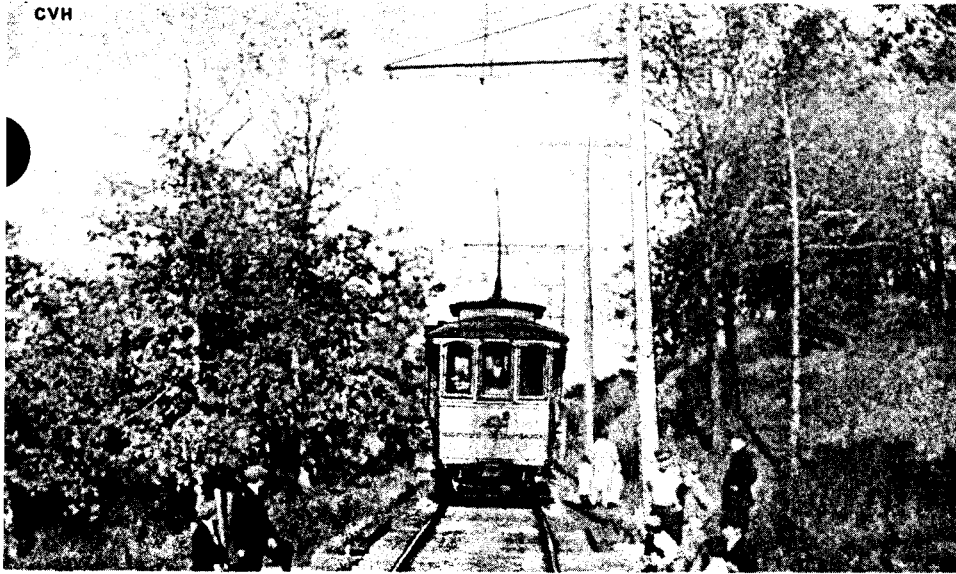
In May of 1928 the city system was sold to the Iowa Electric Company and on March 17, 1929, the new owners abandoned the street railway. The Davenport interurbans continued to use the street track for a few additional years.



**IOWA TRANSFER RAILWAY:**

A terminal yard in the east side of Des Moines connecting with the Fort Dodge Des Moines & Southern as well as with the various steam roads was electrified about 1920 at 1200 volts DC. This was the Iowa Transfer Railway. Motive power consisted of one locomotive, acquired from the Waterloo Cedar Falls & Northern Railway. The operation was dieselized in 1950 and the engine went to the Fort Dodge line.





**COLFAX SPRINGS:**

To serve the health resort center of Colfax Springs, located one mile from the town of Colfax in Jasper County, James Donahue of Davenport, owner of the hotel, requested a franchise in February 1908 to build a street car line from the Rock Island Railroad depot. The company was incorporated on July 17, 1908 and appears to have been completed and placed in operation later in the same year.

The single track line had no passing tracks. It did, however, report 2 motor and 3 other cars in 1910.

The hotel was leased as an army hospital during World War I, but was then closed and the line was evidently abandoned at that time.

Altho the Inter-Urban Railway connected Colfax to Des Moines, the two electric railways had no track connection in Colfax, but terminated on opposite sides of the Rock Island Line.



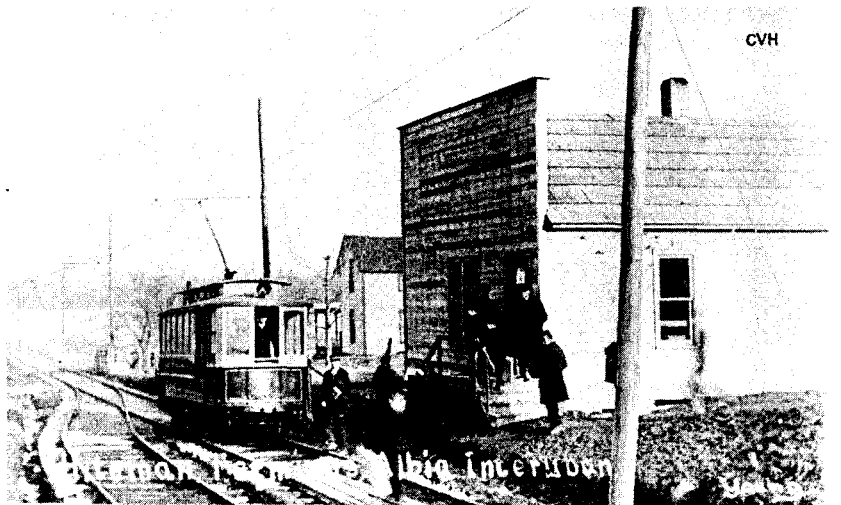
Below: Southern Iowa #1, Ex-Albia Int. Ry.



**ALBIA INTERURBAN**

The Albia Interurban Railway Company, an enterprise separate and distinct from the Iowa Southern Utilities system serving Albia, was incorporated in 1907 and by 1908 had a line working from Albia west to Hiteman and southwest to Hocking. In 1911 the company boasted 10.5 miles of line with 6 motor, 2 trail and one motored coal cars. Local service was given in Albia.

The operation closed in 1925.



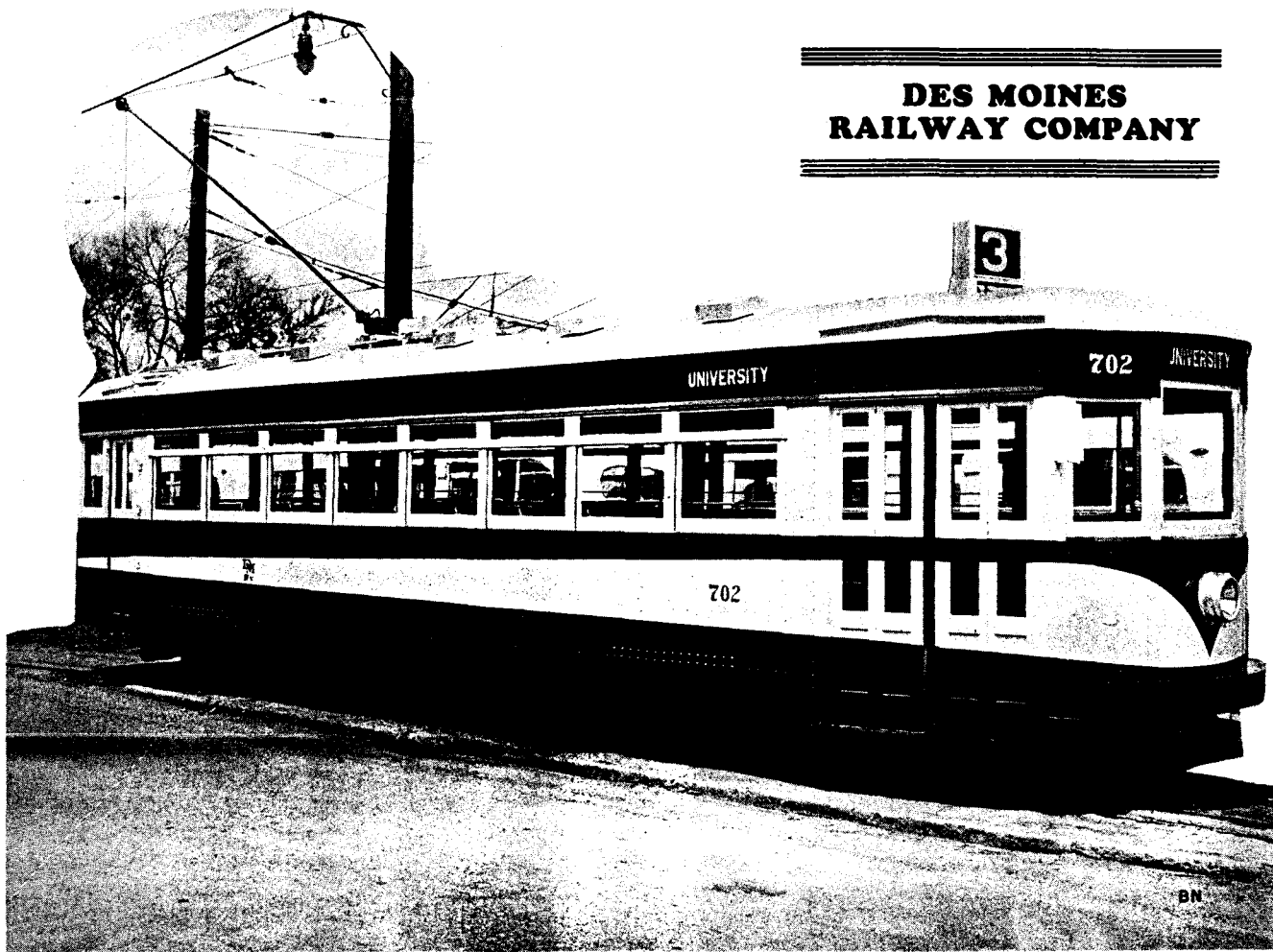
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## DES MOINES RAILWAY COMPANY

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### DES MOINES

Twenty year old Des Moines was just emerging from the pioneer era when, on January 11, 1869, four promoters who had wangled a franchise to build narrow gage track on ANY street in the city began running horse car service. Their franchise permitted them to operate with any form of motive power then known. By 1876 the company had 10 animals, with "helpers" stationed at the foot of the two steepest hills to assist cars loaded full with 30 passengers.

The city fathers are said to have "blown their top" in 1886 when the company laid scrap iron rails on the new wood-block paving of Fourth Street without specific permission. A franchise was granted to a rival, the Broad Gauge Street Railway, who built a line on Locust, E. 7th St., and Grand Av. On the basis of the 1868 franchise the old company sought an injunction against its rival. But the new company, noting that the original franchise mentioned "any then-known" motive power, turned to electricity. Thompson-Houston did the job, and on December 19, 1888 the first electric street cars began the 62 year-three-month period of such service.

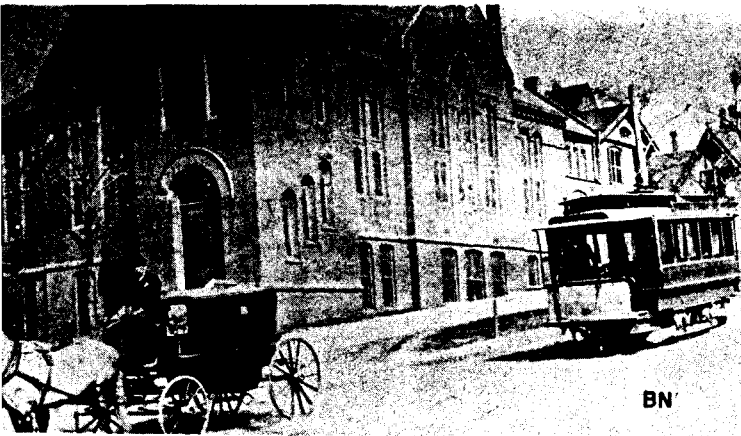
The road expanded as the city grew, but operation was harrassed and profits were lean because of the large size of the city for its popu-

lation. By 1907 lines had reached the neighboring towns of Urbandale, Valley Junction and Fort Des Moines. The system reached its maximum extent in 1920 with the opening of the single-track Crocker line into a very fine residential area. Thru most of its history, the property was closely affiliated with the Des Moines & Central Iowa interurban road and there was considerable joint use of trackage between the companies.

During the 1920s the company had considerable difficulty with the union over the issue of one-man cars, but the problem was finally resolved, with the last two-man car running on April 30, 1930.

The company was in financial straits even during the prosperous 1920s and began to think about bus conversions in the 30s. The first line to get gas motor buses in Des Moines was Scott Street, serving a blighted area and having many railroad grade crossings. The change was made in 1936. Trolley buses came to Des Moines in 1938, replacing street cars on the two heavily-travelled Sixth Avenue lines.

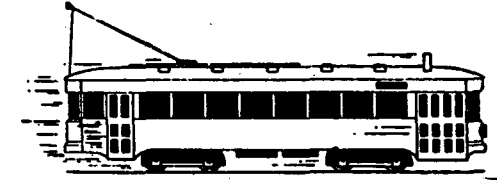
The war halted the bus conversion program, but it was resumed in 1946 and completed with the motorization of the Fort Des Moines line in 1950 and the Urbandale line in 1951.



We may guess from this spread of early DesMoines cars how the first single-truck box cars were enclosed and lengthened.

BN

BN



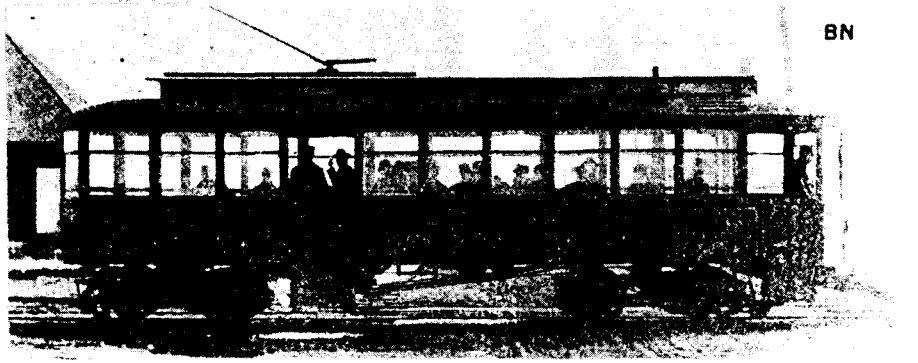
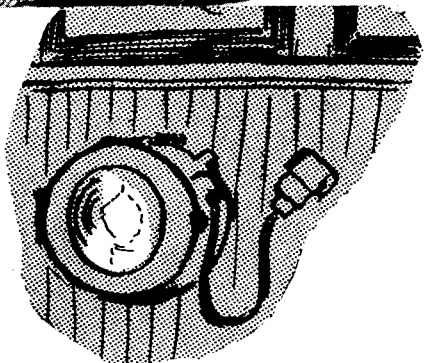
BN



BN

The saloon gates and center door developed with the four-wheelers set a distinctive pattern carried over to the early double-truckers.

BN



DES MOINES CITY RAILWAYS  
 MAP OF  
**DES MOINES**  
 IOWA

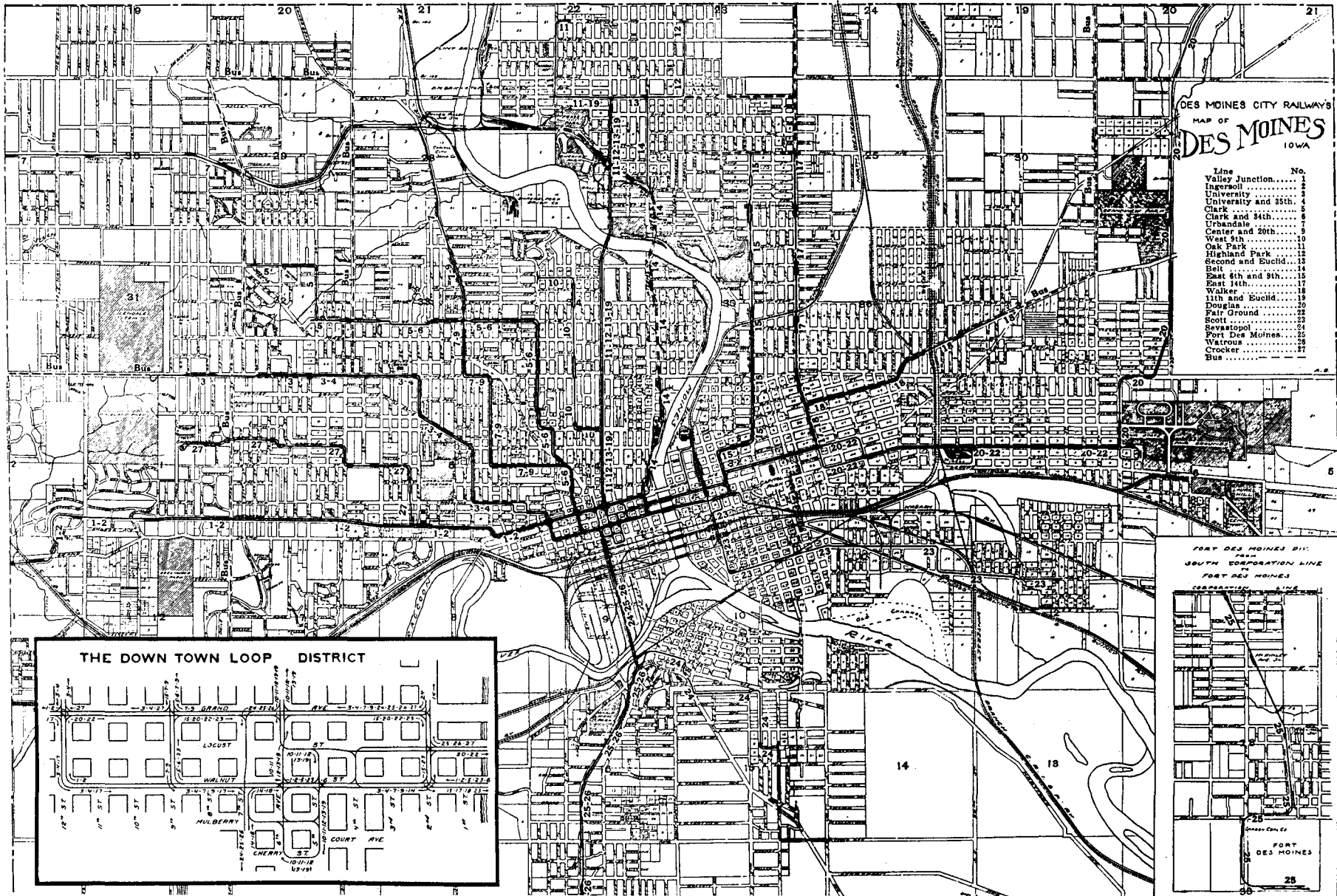
| Line                | No. |
|---------------------|-----|
| Valley Junction     | 1   |
| Ingersoll           | 2   |
| University          | 3   |
| University and 26th | 4   |
| Clark               | 5   |
| Clark and 34th      | 6   |
| Grandale            | 7   |
| Center and 20th     | 8   |
| West 9th            | 10  |
| Oak Park            | 11  |
| Highland Park       | 12  |
| Second and Euclid   | 13  |
| Belt                | 14  |
| East 6th and 9th    | 15  |
| East 14th           | 17  |
| Walker              | 18  |
| 11th and Euclid     | 19  |
| Douglas             | 20  |
| Fair Ground         | 22  |
| Scott               | 23  |
| Sevastopol          | 24  |
| Port Des Moines     | 25  |
| Watrous             | 26  |
| Crocker             | 27  |
| Bus                 |     |

**THE DOWN TOWN LOOP DISTRICT**

Map showing the downtown loop district with street names and lot numbers. Key streets include Grand Ave, Locust St, Mulberry St, Cherry St, Court Ave, and others.

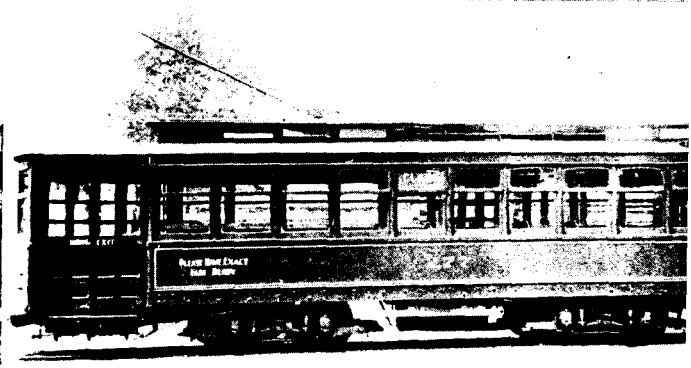
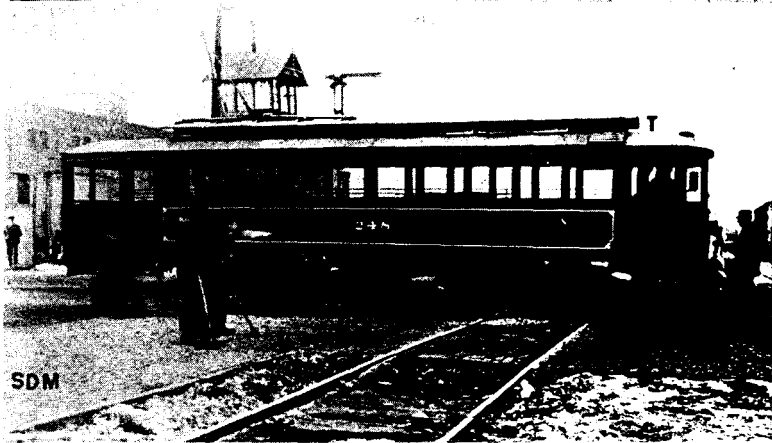
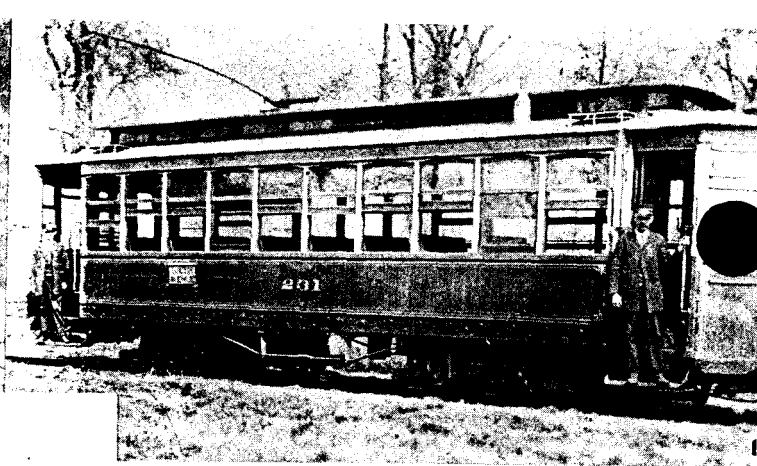
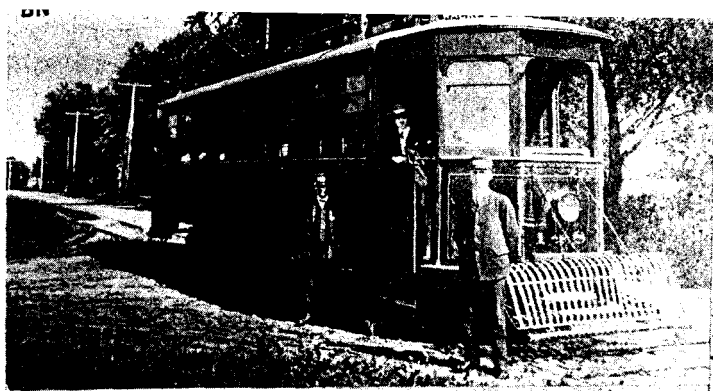
**FORT DES MOINES DIV. SOUTH CORPORATION LINE FORT DES MOINES**

Map showing the Fort Des Moines area with street names and lot numbers. Key streets include Grand Ave, Locust St, Mulberry St, Cherry St, Court Ave, and others.

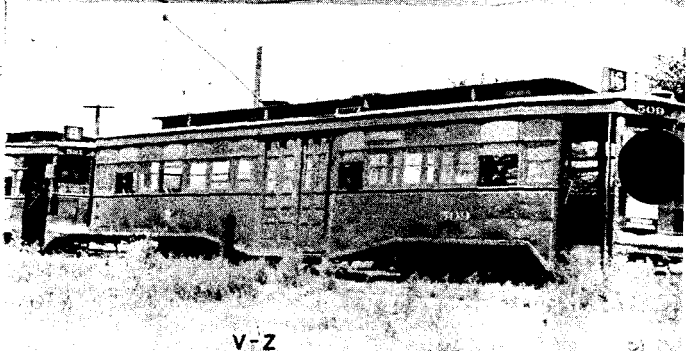
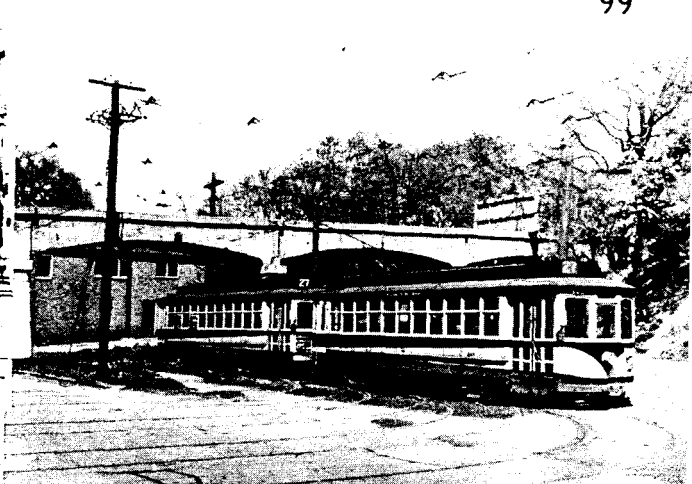
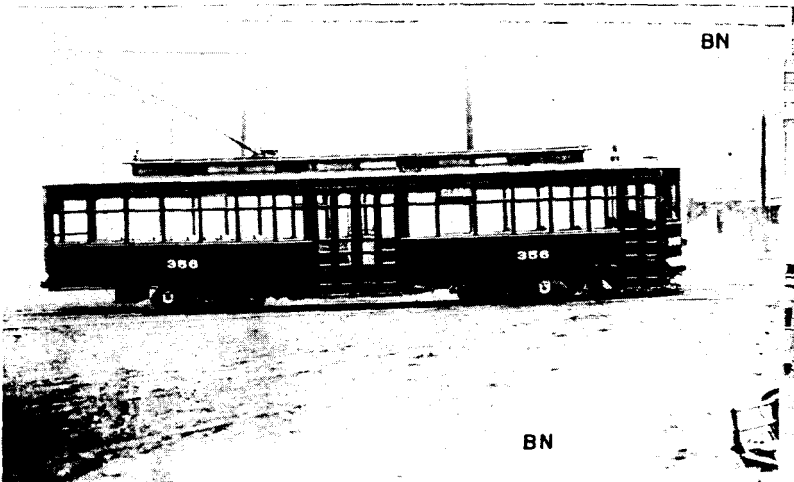








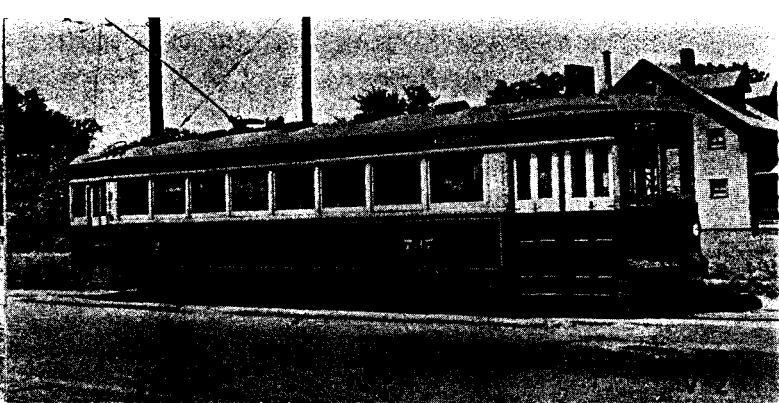
Later varieties of double-truckers show rapid progress to the fully-enclosed platform and pay-as-you-enter plan for operation of two-man cars. Above are cars 148, 231, 248 and 277. Des Moines, like Milwaukee, developed a liking for trucks with inside-hung motors, which permitted long wheelbase and graceful chassis. Below are cars 317, 408-401 (one-manned), 356 and 509. Note the Pittsburgh influence in these latter cars. Bridge in 400-class snapshot at Des Moines car house was intended to bring trolleys into upper level but was never used.



BN

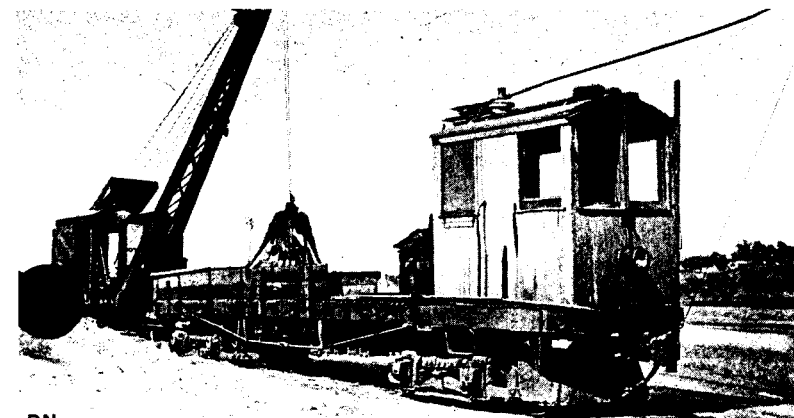
BN

V-Z



Arch-roof car designs, the final additions to Des Moines' fleet, were neat and attractive single-enders. The 1931 group of 30-700s, built by Cummings Car & Coach at Paris, Illinois, were quite similar to interurbans built by the same firm for Gary and South Bend, as befitted their application to Des Moines' long suburban lines.

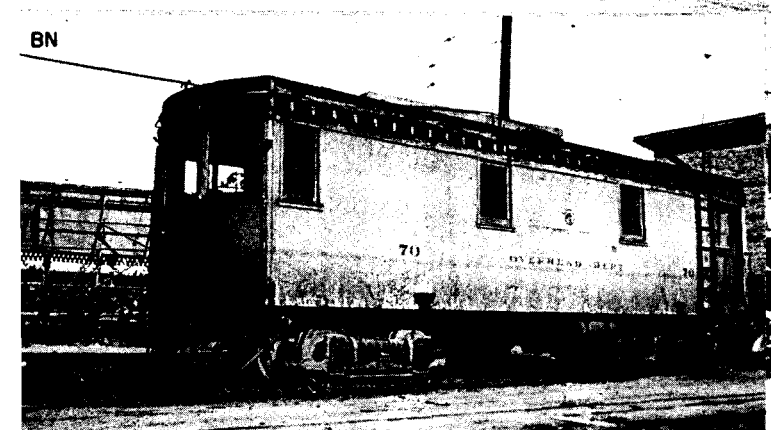
Work equipment evidenced the close tie between the city and DM&CI interurban properties.... check the line cars 72 and 73 against car 10 shown on page 105. Locomotive 1800 looks suspiciously identical to engine 800 first in line in string at left in yards scene on page 111. Incidentally, note the ballast load of old axles on each platform of 1800.



100

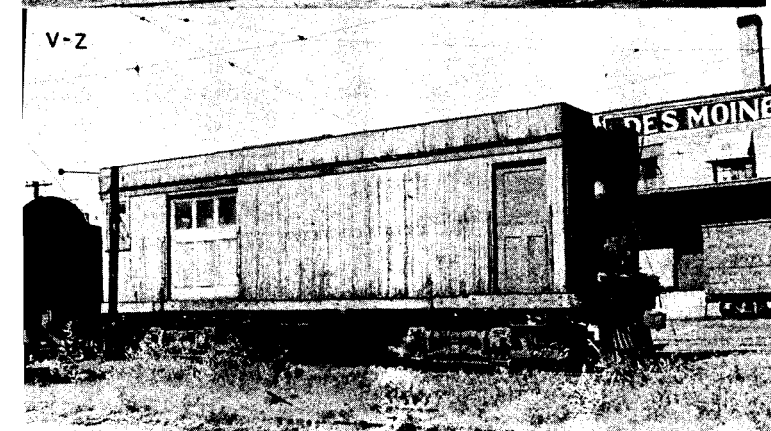
BN

BN

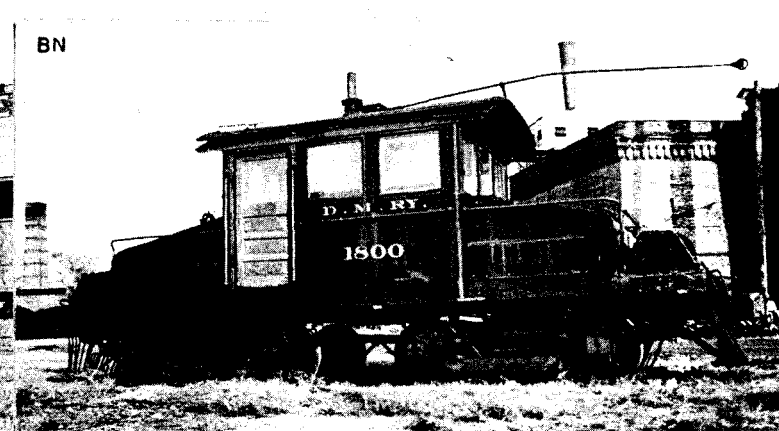


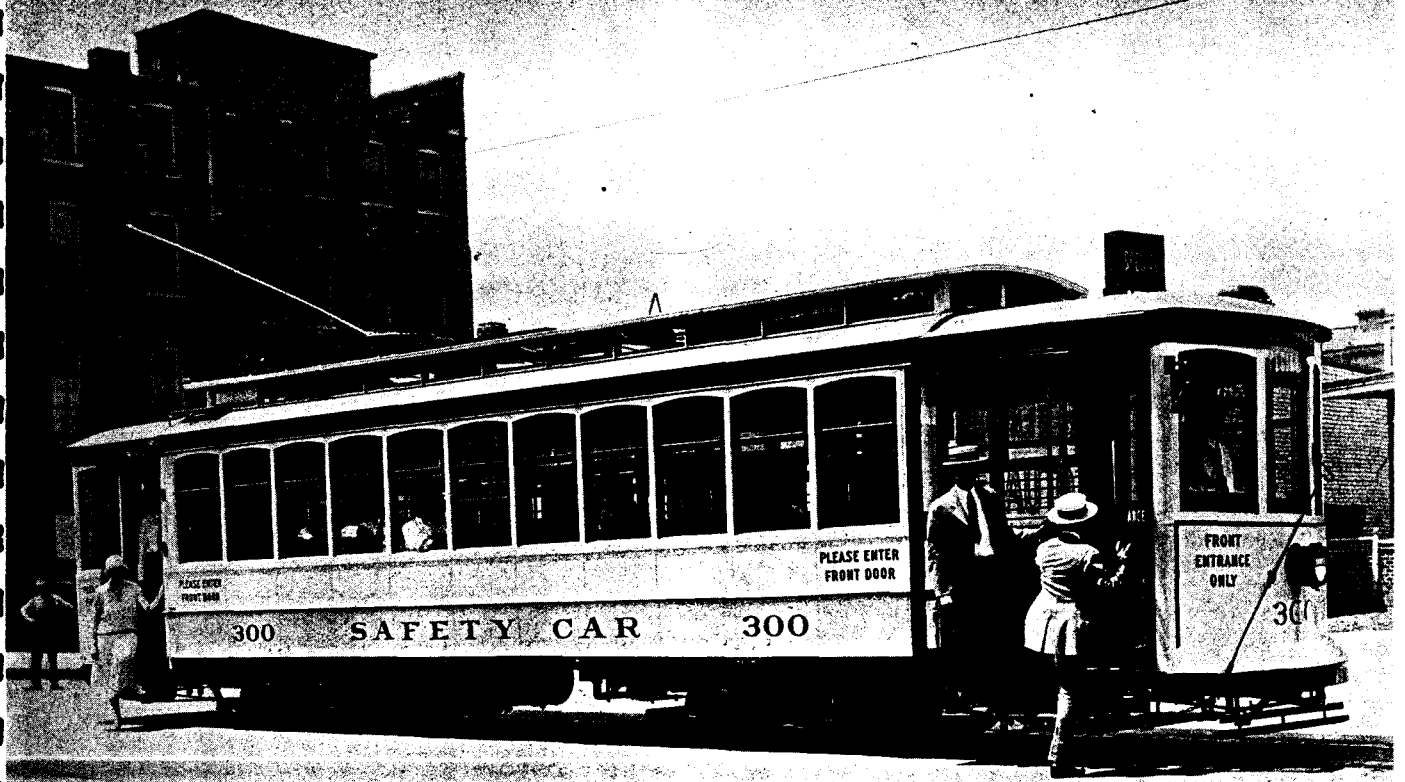
SDM

V-Z



BN

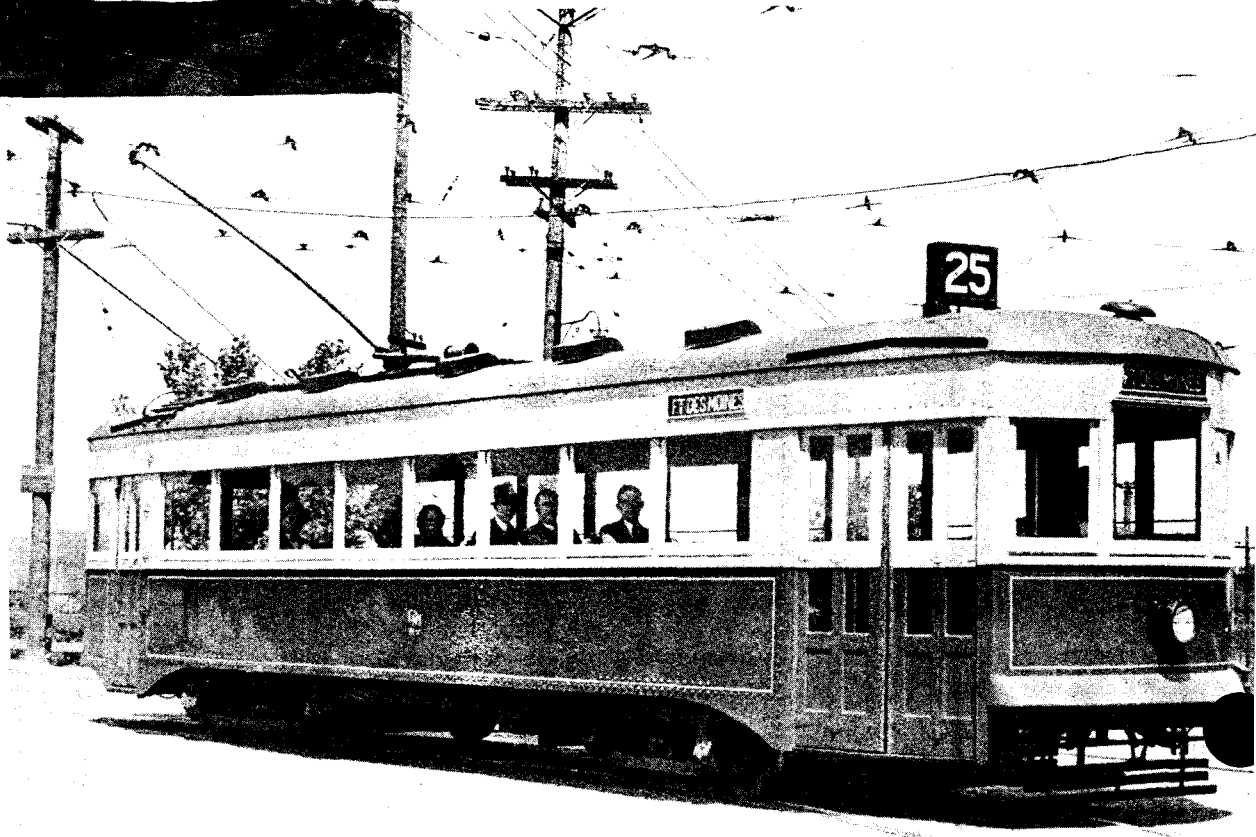


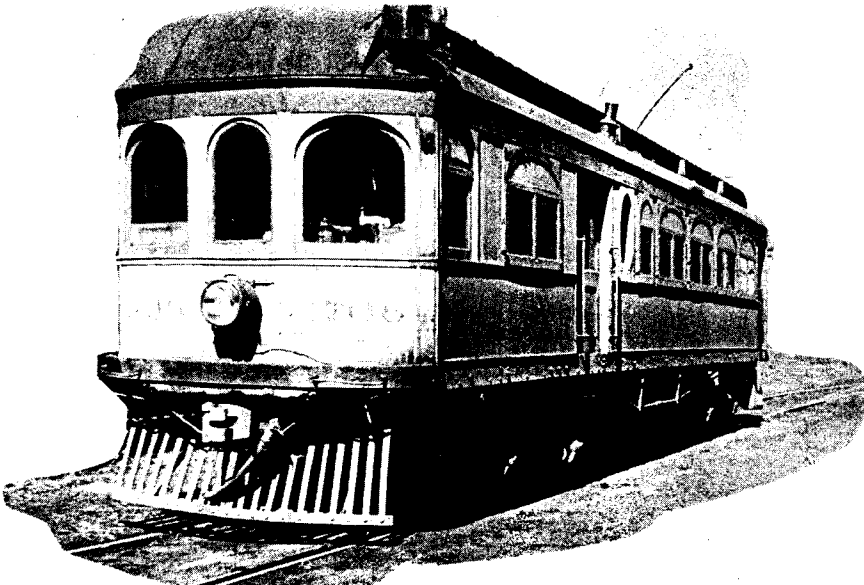


CEK

Des Moines' conversion of its 300-class for one-man operation, with pneumatic door engines and full safety features, was studied thruout the industry.  
LEFT: Later, this car was a railfan preservation project and was renumbered "999, Jr."

101





ad

**GEOGRAPHICAL LIST OF STATIONS**

| Station Index           | Index No. | STATIONS              | County | Station Index                   | Index No. | STATIONS              | County |        |
|-------------------------|-----------|-----------------------|--------|---------------------------------|-----------|-----------------------|--------|--------|
| <b>WESTERN DIVISION</b> |           |                       |        | <b>EASTERN DIVISION—Cont.</b>   |           |                       |        |        |
| 1                       | 28        | Perry .....           | Iowa   | 24                              | 11        | *Dailey's .....       | Polk   |        |
| 2                       | 16        | Gardiner .....        | Dallas | 25                              | 26        | Mitchellville .....   | Polk   |        |
| 3                       | 4         | *Beaver Park .....    | Dallas | 26                              | 13        | *Dotson .....         | Jasper |        |
| 4                       | 27        | Moran .....           | Dallas | 27                              | 21        | *Highley .....        | Jasper |        |
| 5                       | 8         | *Chamberlin .....     | Dallas | 28                              | 9         | Colfax .....          | Jasper |        |
| 6                       | 17        | Granger .....         | Dallas | <b>WOODWARD BRANCH</b>          |           |                       |        |        |
| 7                       | 36        | *Yanktown .....       | Polk   | Woodward .....                  |           |                       |        | Dallas |
| 8                       | 25        | *Miller .....         | Polk   | <b>URBANDALE BRANCH</b>         |           |                       |        |        |
| 9                       | 31        | *Stowe's Ranch .....  | Polk   | 29                              | 35        | Woodward .....        | Dallas |        |
| 10                      | 18        | Herrold .....         | Polk   | <b>URBANDALE BRANCH</b>         |           |                       |        |        |
| 11                      | 7         | *Camp Dodge .....     | Polk   | 30                              | 6         | *Broadmoor .....      | Polk   |        |
| 12                      | 22        | *Hyperion .....       | Polk   | 31                              | 10        | *Colonial .....       | Polk   |        |
| 13                      | 23        | Johnston .....        | Polk   | 32                              | 33        | *Urbandale .....      | Polk   |        |
| 14                      | 24        | *Lovington .....      | Polk   | <b>FORT DES MOINES DIVISION</b> |           |                       |        |        |
| 15                      | 1         | **Acme .....          | Polk   | 33                              | 30        | †⊙South Des Moines .. | Polk   |        |
| 16                      | 14        | ⊙Flint Junction ..... | Polk   | 34                              | 29        | *†⊙Radium .....       | Polk   |        |
| 17                      | 20        | Highland Park .....   | Polk   | 35                              | 16        | *†⊙Fort Des Moines .. | Polk   |        |
| 18                      | 12        | Des Moines .....      | Polk   | <b>VALLEY JUNCTION BRANCH</b>   |           |                       |        |        |
| 19                      | 19        | Highland Junction ..  | Polk   | 36                              | 34        | *†Valley Junction ..  | Polk   |        |
| 20                      | 5         | Bowsher .....         | Polk   |                                 |           |                       |        |        |
| 21                      | 3         | *Baker's .....        | Polk   |                                 |           |                       |        |        |
| 22                      | 2         | Altoona .....         | Polk   |                                 |           |                       |        |        |
| 23                      | 32        | *Tucker's .....       | Polk   |                                 |           |                       |        |        |

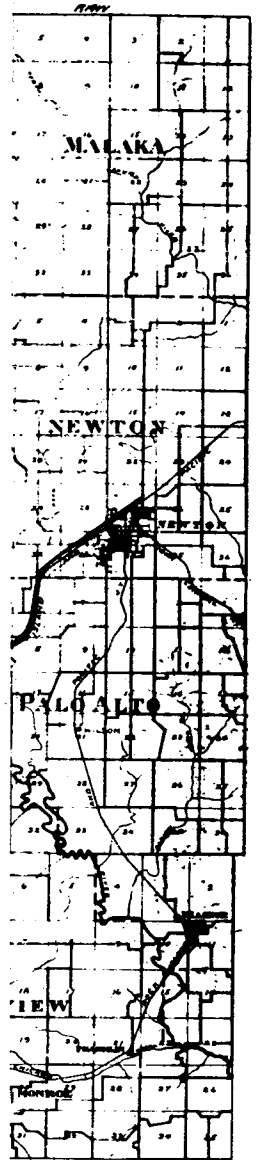
**ALPHABETICAL LIST OF STATIONS**

| Station Index | Index No. | STATIONS           | Station Index | Index No. | STATIONS              | Station Index | Index No. | STATIONS              |
|---------------|-----------|--------------------|---------------|-----------|-----------------------|---------------|-----------|-----------------------|
| 15            | 1         | *Acme .....        | 26            | 13        | *Dotson .....         | 8             | 25        | *Miller .....         |
| 22            | 2         | Altoona .....      | 16            | 14        | ⊙Flint Junction ..... | 25            | 26        | Mitchellville .....   |
| 21            | 3         | *Baker's .....     | 35            | 15        | *†⊙Fort Des Moines .. | 4             | 27        | Moran .....           |
| 3             | 4         | *Beaver Park ..... | 2             | 16        | Gardiner .....        | 1             | 28        | Perry .....           |
| 20            | 5         | Bowsher .....      | 6             | 17        | Granger .....         | 34            | 29        | *†⊙Radium .....       |
| 30            | 6         | *Broadmoor .....   | 10            | 18        | Herrold .....         | 33            | 30        | †⊙South Des Moines .. |
| 11            | 7         | *Camp Dodge .....  | 19            | 19        | Highland Junction ..  | 9             | 31        | *Stowe's Ranch .....  |
| 5             | 8         | *Chamberlin .....  | 17            | 20        | Highland Park .....   | 23            | 32        | *Tucker's .....       |
| 28            | 9         | Colfax .....       | 27            | 21        | *Highley .....        | 32            | 33        | *Urbandale .....      |
| 31            | 10        | *Colonial .....    | 12            | 22        | *Hyperion .....       | 36            | 34        | *†Valley Junction ..  |
| 24            | 11        | *Dailey's .....    | 13            | 23        | Johnston .....        | 29            | 35        | Woodward .....        |
| 18            | 12        | Des Moines .....   | 14            | 24        | *Lovington .....      | 7             | 36        | *Yanktown .....       |

For explanation of reference marks see page 2.

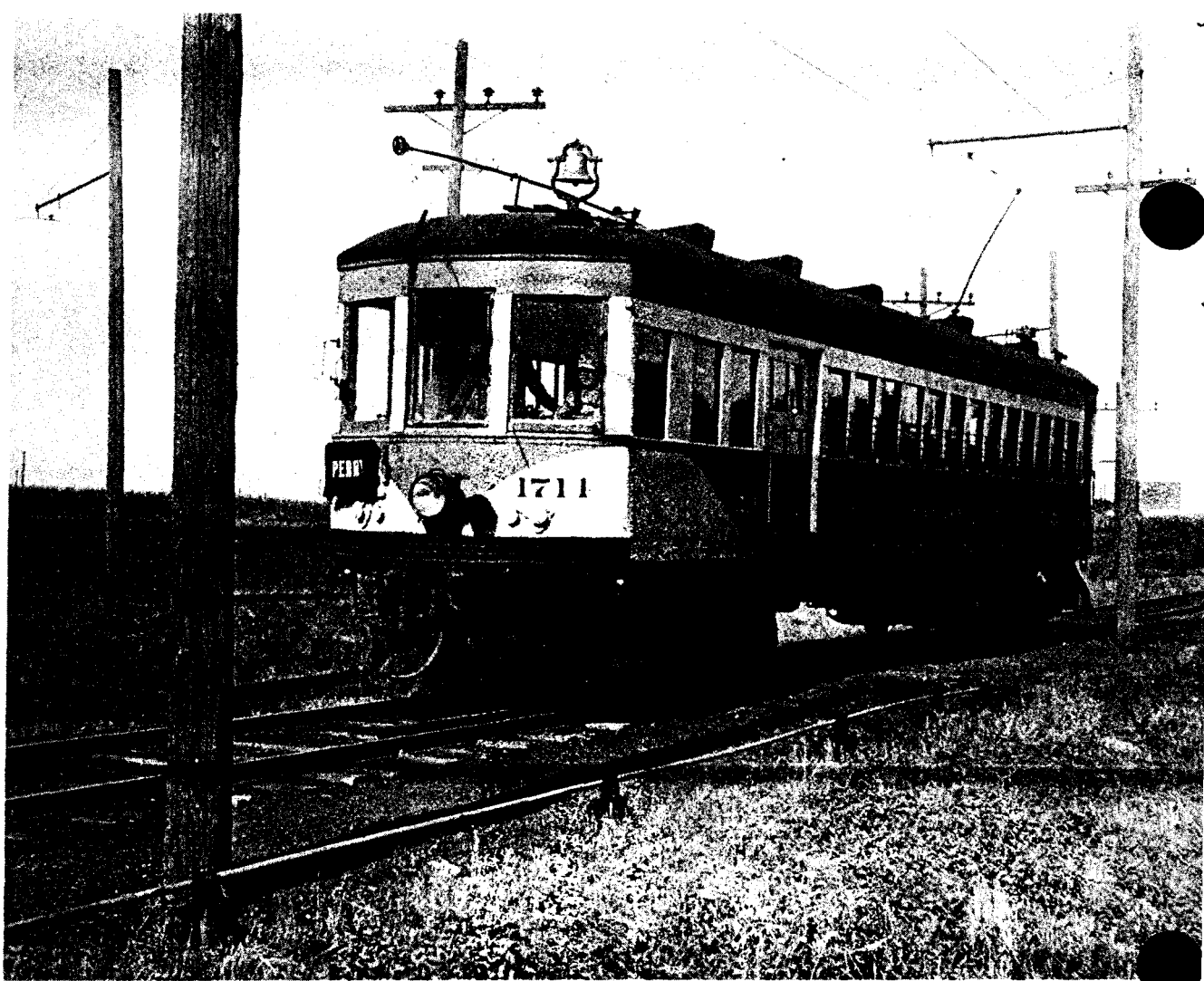
**Junction Points at Which The Inter-Urban Ry. Has Physical Connection With Foreign Roads**

ALTOONA—Chicago, Rock Island & Pacific Ry.  
 COLFAX—Colfax Northern Ry.  
 DES MOINES { Chicago, Burlington & Quincy R. R.  
 Fort Dodge, Des Moines & Southern R. R.  
 Minneapolis & St. Louis R. R. (East and West)  
 Wabash R. R. } THROUGH THE { Chicago Great Western R. R.  
 Chicago & North-Western Ry.  
 Chicago, Rock Island & Pacific Ry.  
 HIGHLAND JUNCTION { Chicago Great Western R. R.  
 Chicago & North-Western Ry.  
 Chicago, Rock Island & Pacific Ry.  
 PERRY—Minneapolis & St. Louis R. R. (North and South)  
 SOUTH DES MOINES—Chicago Great Western R. R.  
 WOODWARD—Chicago, Milwaukee & St. Paul Ry.



For map of Des Moines & Central Iowa system, unfold here.





Southbound train eases up to conductor-operated interlocker at Milwaukee Road crossing, Gra

Roster appears at bottom of page 144.

DES MOINES--COLFAX--PERRY:

Incorporated 1899 as the Inter-Urban Railway, the first portion of this road was opened from Des Moines, thru Altoona and Mitchellville to Colfax in 1902. Passengers bound for the health resort town of Colfax left downtown Des Moines via local street railway tracks, passing the State Fairgrounds before going onto Inter-Urban tracks at the edge of town. Freight, principally coal from mines along the line, came into Des Moines on the Inter-Urban's own tracks around the north side of the city.

Lines were built to Valley Junction north and south to Army Post, later Fort Des Moines, later to become part of the city system.

In 1906 the Beaver Valley division was built 34 miles northwest to Perry, with a 3-mile branch to Woodward.

Freight locomotives, besides hauling coal, handled interchange shipments of ice, milk, cattle and general freight.

The creation of Camp Dodge on the Beaver Valley Division in World War I provided a brisk business in troop movements, some in Pullman cars handled by I-U locomotives.

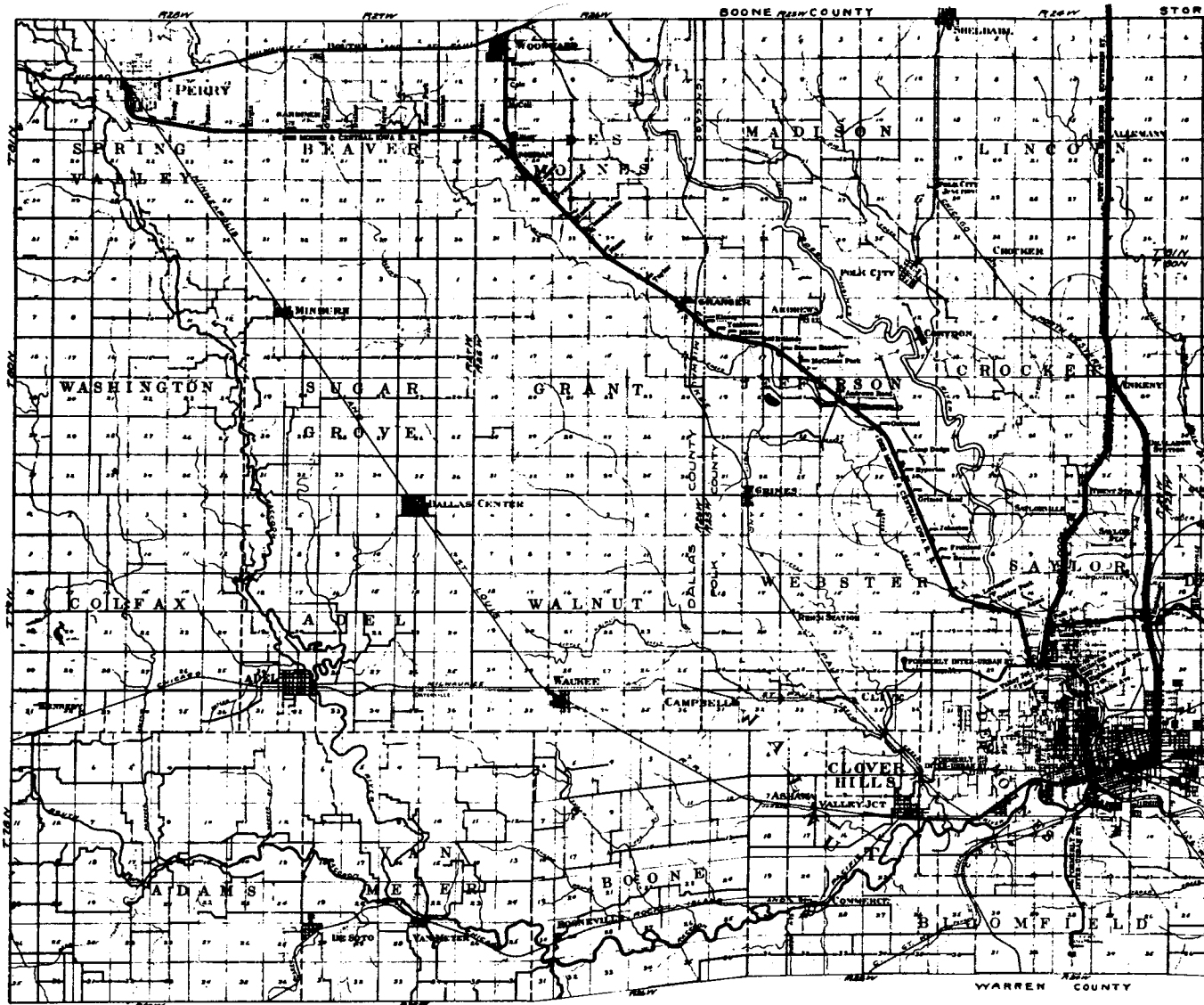
Difficult times were nothing new to the interurban whose territory included only one city and no towns of any size. Rural population was no longer enticed by infrequent passenger service. Steam road competition could handle everything the terminal towns offered. Revenues sledged after World War I and brought the 1922 reorganization which changed the name to Des Moines & Central Iowa Railroad. The second war brought further decline and in 1946 the Colfax line was abandoned. In 1949 the property was acquired by Salzberg interests and was dieselized.

Today the terminal operation at Des Moines is active, together with the main line to Granger and Highland Transfer; the remainder is history.

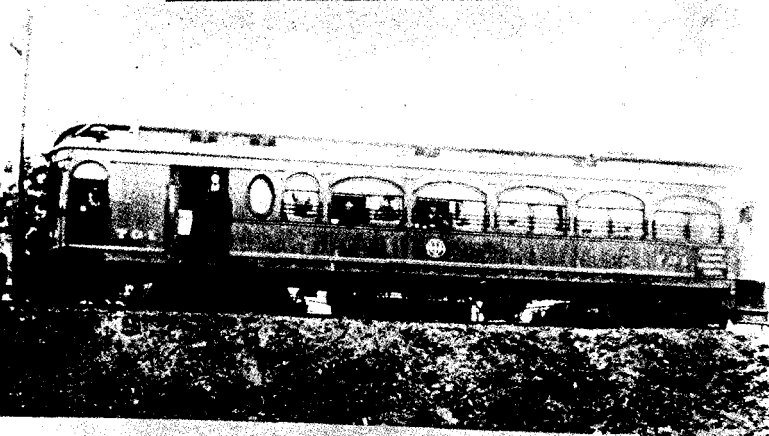
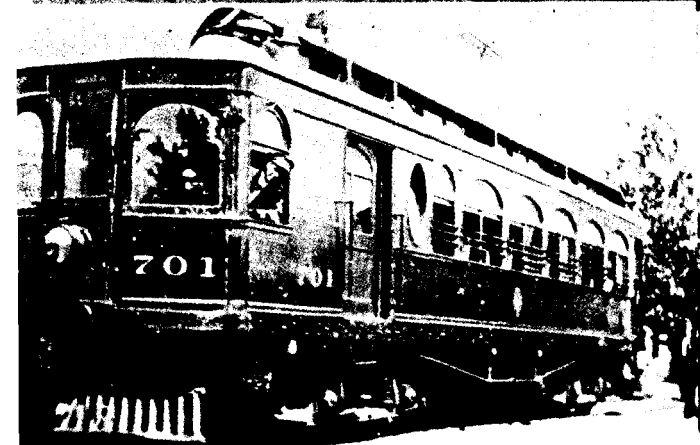
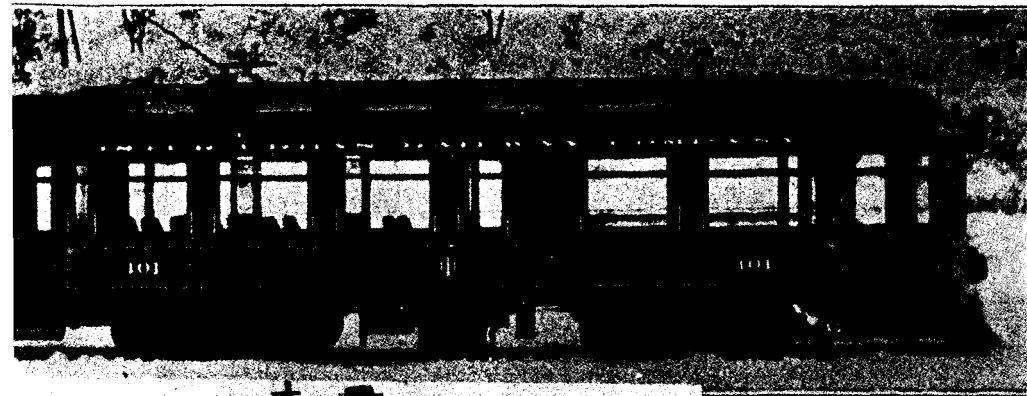
In 1939 the old American and McGuire passenger equipment had deteriorated to a sad degree, and was replaced by three modern (but hardly new) steel cars acquired from the recently demised Lake Shore Electric Railway of Cleveland.

In World War II the military traffic again became very important and DM&CI leased cars 102 and 109 from Crandic to help handle the load. The end of this war brought real troubles for the company.

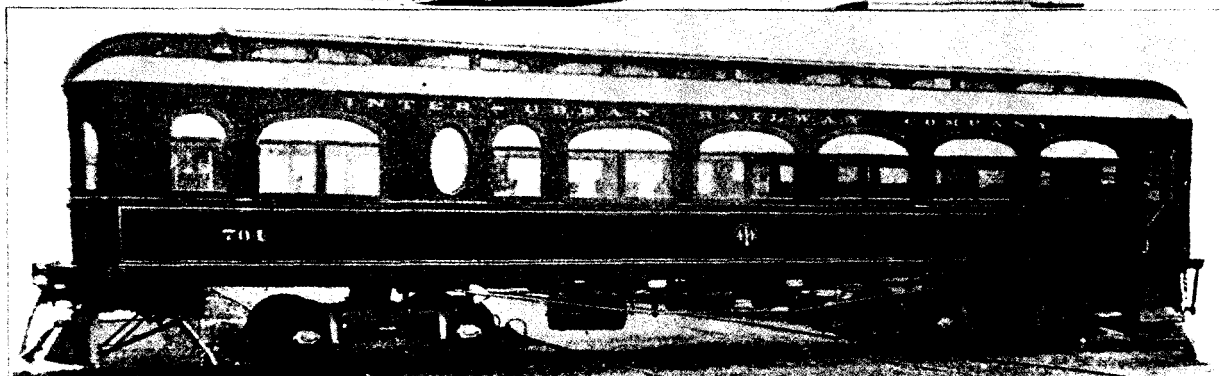
# Des Moines & Cent

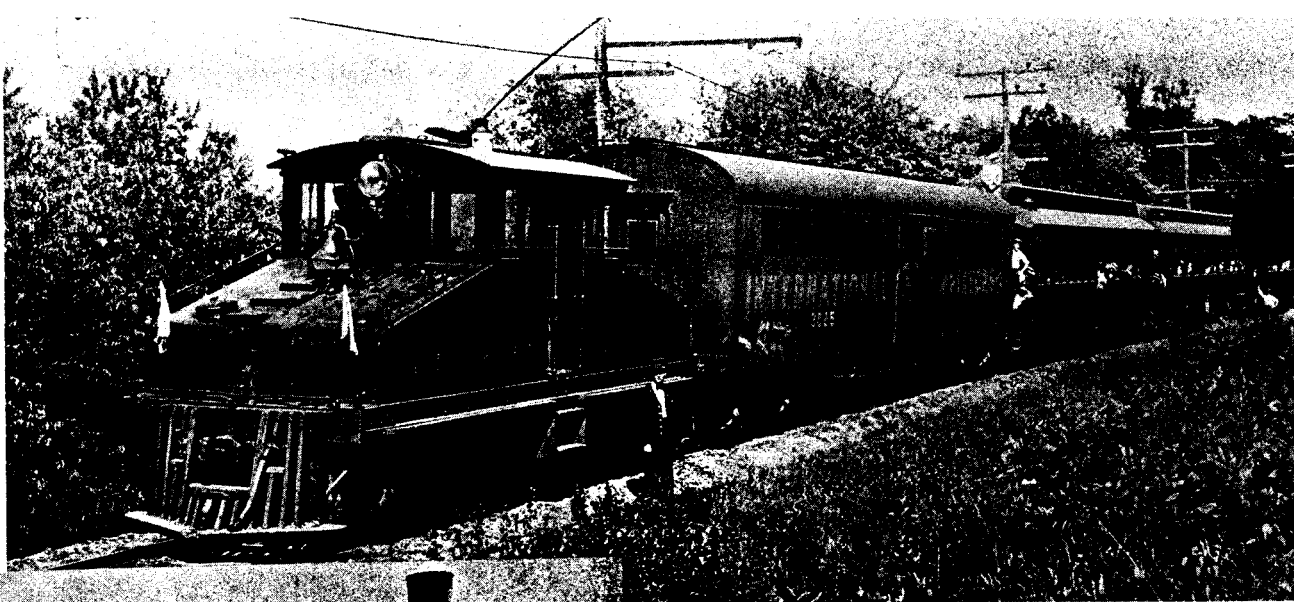


Name changed from INTER-URB



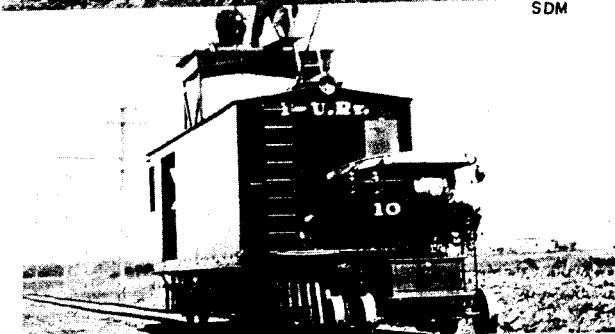
D. W. Yungmeyer recalls from boyhood days that there were 3 or 4 of the 100s on the old Altoona Mitchellville & Colfax line, one of which had a baggage compartment. The 700s were Des Moines' first multiple-unit electric cars and their operation in trains was a subject of much awe and amazement.



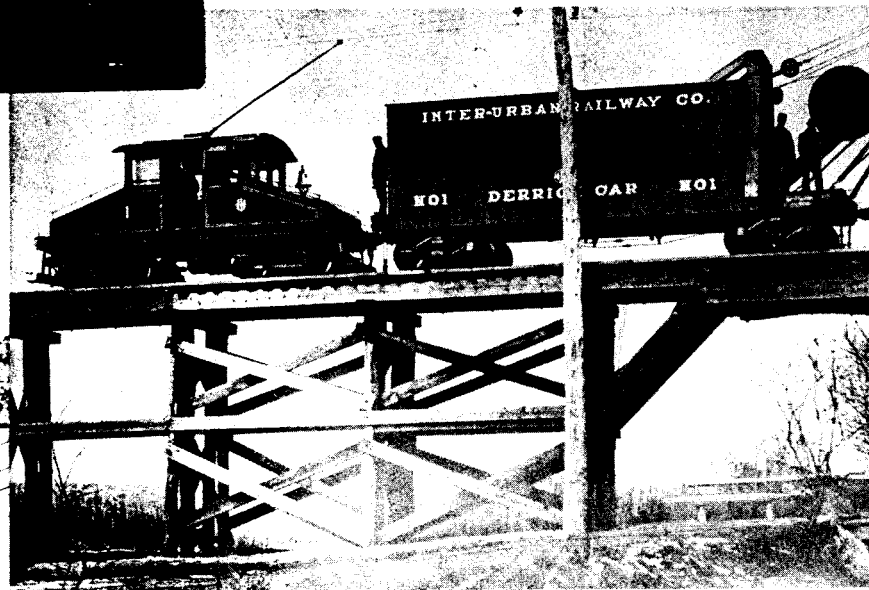


RDK

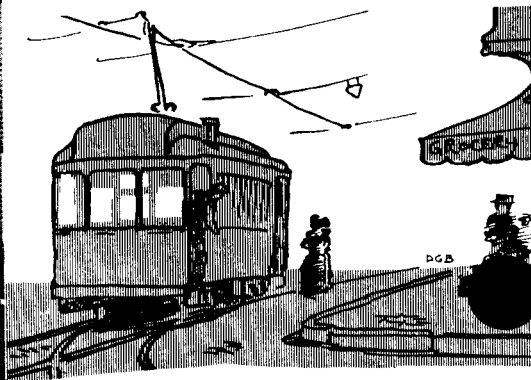
**TOP TO BOTTOM:**  
 Passenger extra with locomotive #301 at Hy-  
 perion on June 4, 1911.  
 Light American-type locomotive #350 at work  
 near Moran during construction days.  
 Line car #10 strings trolley wire at more ad-  
 vanced stage of construction.  
 Engine #1, "The Jim Brenton" and derrick car  
 N01 at work on trestle repairs.  
 New Year's present for the year 1919 was lo-  
 comotive #807 (later renumbered 1807).



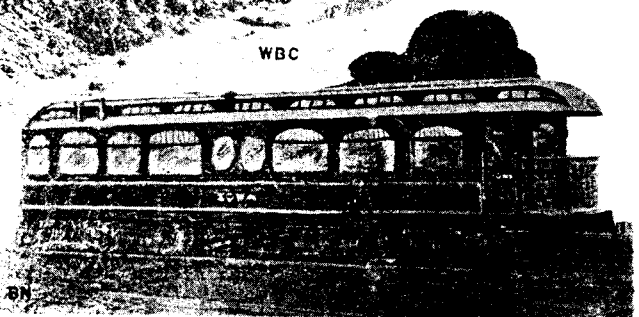
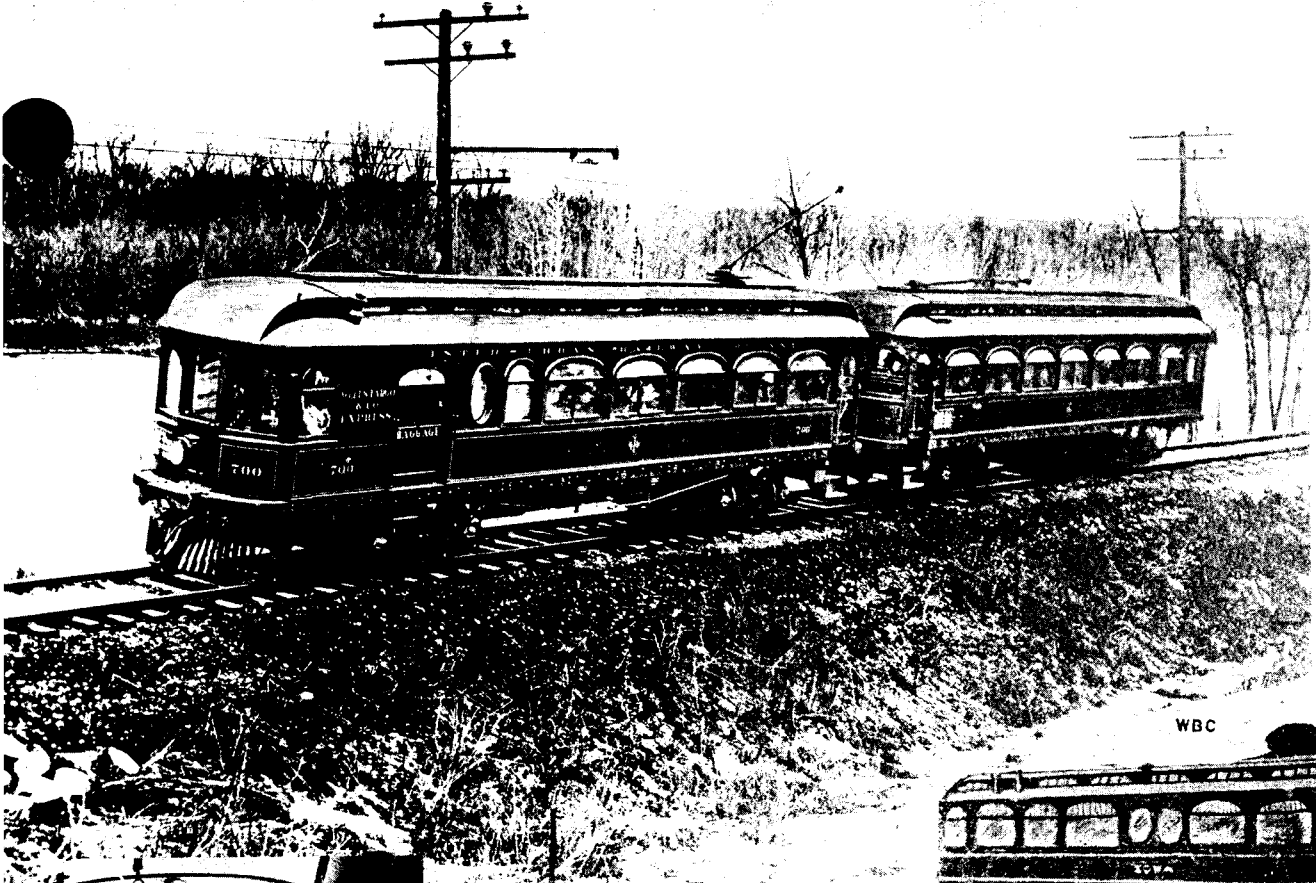
SDM



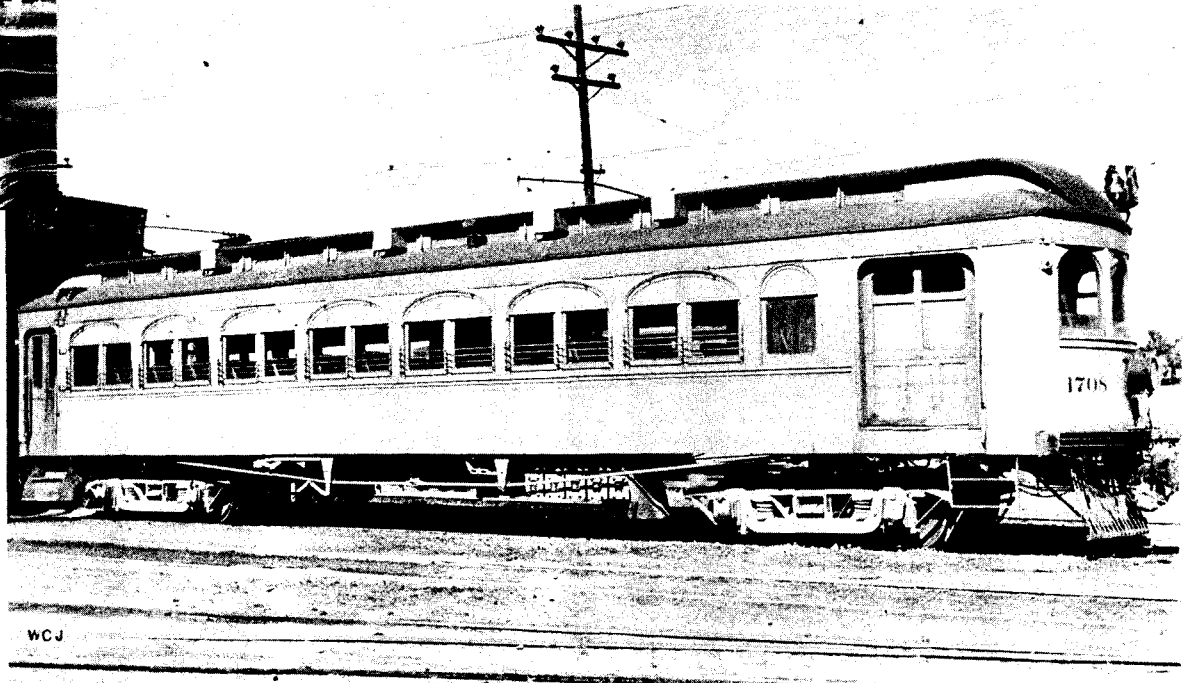
BN



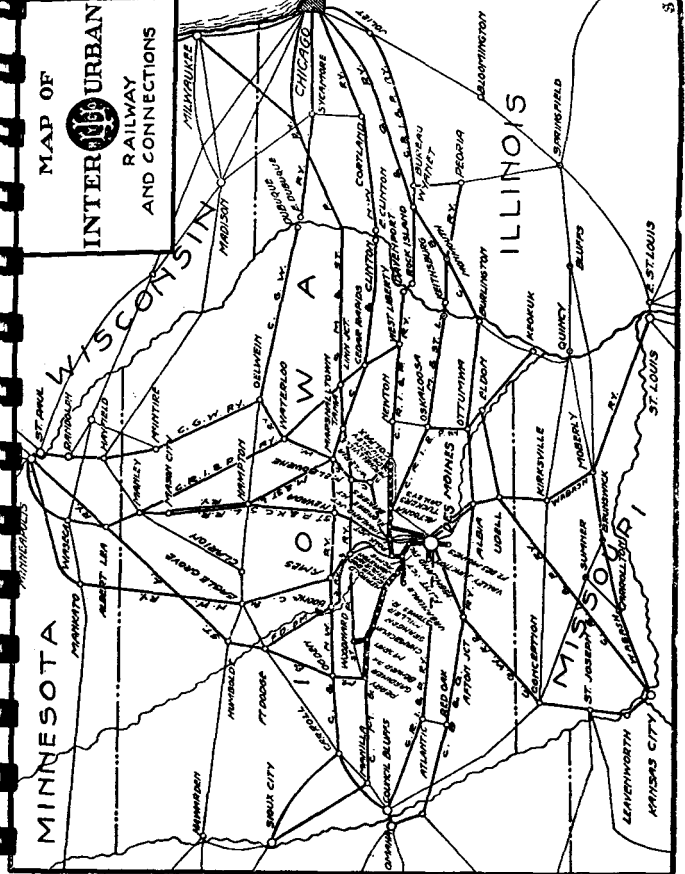
DGB



Top: Inching along the Des Moines River, swollen by spring thaws, is a local train consisting of 700 and 707. Above, right: Barely distinguishable in this damaged old print is party car "IOWA", an unforgettable beauty with its royal blue paint job and its brass observation rail. Below and left: An ownership link with the Gary lines probably helped steer two Air Line interurbans to I-U rails.







**Des Moines & Central Iowa Railroad**

ALL DIVISIONS

**Time Table No.**

**35**

TAKING EFFECT AT 3:00 A. M.  
**SUNDAY, MARCH 20, 1927**  
Previous Issue, January 20, 1924

All Rules and Instructions Contained herein Supercede All Rules and Instructions Inconsistent therewith.

**TIME TABLE RULES.**

This Time Table is for the Government and information of Employees Only.

F. C. CHAMBERS President  
H. A. BENJAMIN Vice Pres. & Gen. Mgr.  
C. T. BAKER Sup.

**Des Moines & Central Iowa Railway Company**  
Pass Mr. A. W. Comstock, Jr.  
Georgetown & Fort...  
UNTIL DECEMBER 31ST UNLESS OTHERWISE ORDERED

172  
DES MOINES & CENTRAL IOWA RAILROAD  
1933-1934  
PASS --John Linsley-- No. 10  
ACCOUNT --Commercial Agent--  
Chicago & Illinois Midland Ry. Co.  
OVER ENTIRE LINE  
VALID UNTIL DECEMBER 31ST, 1934. UNLESS OTHERWISE ORDERED SUBJECT TO CONDITIONS ON BACK.  
O. M. ZAPATA OR E. C. JOHNSON.  
H. A. Benjamin  
VICE PRESIDENT & GENERAL MANAGER

**DES MOINES AND CENTRAL IOWA RAILROAD.**

Des Moines, Iowa.  
May 11, 1939.

**GENERAL NOTICE  
NUMBER 25  
TO ALL CONCERNED:**

The new Passenger Motors will be put in regular service Sunday, May 14th.

The master controller has only four points forward, the first two is series and the next two is parallel, and has two points in reverse. The controller handle is equipped with spring and safety button, the button in end of handle is designed to prevent the controller from passing the neutral position into reverse and Motormen are instructed when shutting off current to release the handle letting the spring tension return it to off position and thus avoid the possibility of moving the handle past neutral into reverse while train is in forward motion.

Contactors operate by air and are picked up automatically through relays in the cab, the relays making contact as the amperage is lowered due to acceleration of the train.

A manual contactor pick up button is installed in the cab which will enable the Motorman to pick up the contactors by touching the button until the lamp above the button lights, this indicates a running point has been reached and the motor is off the resistance. This Manual Control should never be used except when handling freight cars and then only when starting loads on heavy grades to prevent burning out the resistance and must be used with the same judgment as when notching the old style controller for if contactors are picked up too fast the reset and line-breaker will kick out.

**TIME TABLES**  
EFFECTIVE SEPTEMBER 7, 1931  
SUBJECT TO CHANGE WITHOUT NOTICE

**DES MOINES & CENTRAL IOWA RAILROAD**

BETWEEN  
DES MOINES  
CAMP DODGE  
GRANGER  
WOODWARD  
PERRY  
ALTOONA  
MITCHELLVILLE  
COLFAX

**EAST-BOUND COLFAX DIVISION**

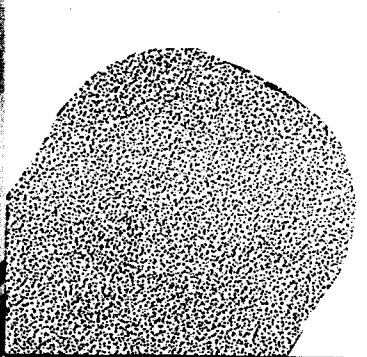
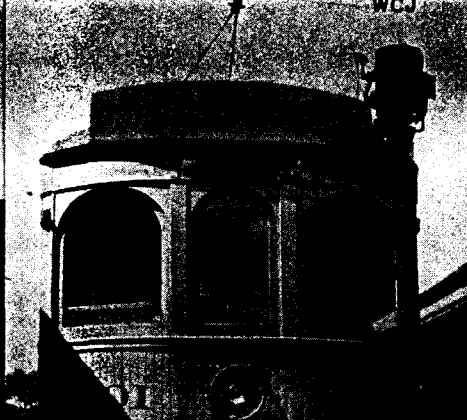
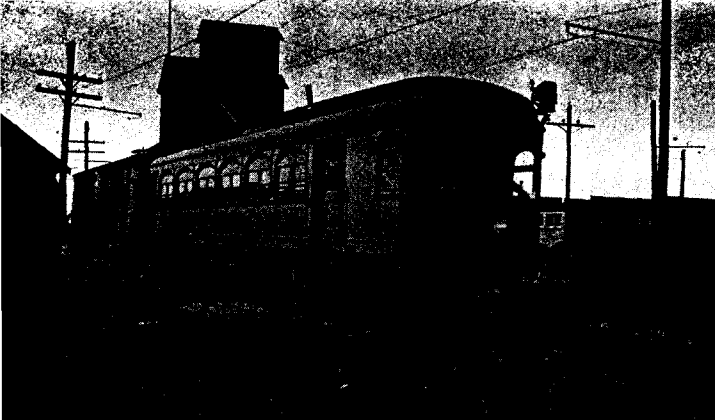
| 174   | 172            | Miles from Des Moines | STATIONS      | Miles from Colfax | 171   |
|-------|----------------|-----------------------|---------------|-------------------|-------|
| Daily | Daily Ex. Sun. |                       |               | Daily             | Daily |
| 6 10  | 1 00           | 0.0                   | Des Moines    | 26.4              | 7 35  |
| 6 24  | 1 12           | 3.4                   | Flint         | 23.0              | 7 22  |
| 6 28  | 1 16           | 5.1                   | Harris        | 21.3              | 7 17  |
| 6 34  | 1 21           | 7.4                   | Highland Trr. | 19.0              | 7 10  |
| 6 44  | 1 28           | 10.0                  | Bowling       | 16.4              | 7 03  |
| 6 52  | 1 37           | 11.4                  | Bakers        | 14.9              | 6 58  |
| 6 57  | 1 41           | 14.2                  | Atkins        | 12.2              | 6 53  |
| 7 05  | 1 49           | 16.3                  | Daleys        | 9.6               | 6 45  |
| 7 09  | 1 54           | 20.5                  | Mitchellville | 8.6               | 6 40  |
| 7 11  | 1 54           | 22.8                  | Altoona       | 5.9               | 6 33  |
| 7 20  | 2 00           | 24.0                  | Colfax        | 2.1               | 6 30  |
|       |                | 26.4                  |               | 0.0               | 6 25  |

**BEAVER VALLEY DIVISION PERRY AND WOODWARD TO DES MOINES--EAST-BOUND**

| STATIONS                   | Miles from Des Moines | 3     | 4     | 5     | 6     | 8     | 10    |
|----------------------------|-----------------------|-------|-------|-------|-------|-------|-------|
|                            |                       | Daily | Daily | Daily | Daily | Daily | Daily |
| *Perry Leave               | 0.0                   | 6 10  | 9 15  | 3 40  | 4 50  | 6 50  | 7 50  |
| *Carpenter Leave           | 0.0                   | 6 19  | 9 24  | 3 50  | 4 59  | 6 59  | 7 59  |
| *Beaver Park Leave         | 8.1                   | 6 23  | 9 28  | 3 56  | 5 03  | 7 03  | 8 03  |
| *Moran Leave               | 11.3                  | 6 28  | 9 35  | 4 03  | 5 09  | 7 09  | 8 09  |
| *Woodward Arrive           | 14.5                  | 6 39  | 9 40  | 4 10  | 5 15  | 7 15  | 8 15  |
| *Chamberlin Leave          | 11.3                  | 6 47  | 9 55  | 4 03  | 5 09  | 7 09  | 8 09  |
| *Granger Leave             | 13.9                  | 6 57  | 10 02 | 4 15  | 5 20  | 7 20  | 8 20  |
| *Miller Leave              | 17.0                  | 7 02  | 10 09 | 4 20  | 5 25  | 7 25  | 8 25  |
| *Stowes Leave              | 18.7                  | 7 07  | 10 14 | 4 25  | 5 30  | 7 30  | 8 30  |
| *Herold Leave              | 19.7                  | 7 09  | 10 16 | 4 27  | 5 32  | 7 32  | 8 32  |
| *Camp Dodge Leave          | 22.1                  | 7 04  | 10 07 | 4 22  | 5 25  | 7 25  | 8 25  |
| *Johnston Leave            | 23.0                  | 7 07  | 10 09 | 4 25  | 5 28  | 7 28  | 8 28  |
| *Ilovington Leave          | 26.3                  | 7 13  | 10 16 | 4 32  | 5 33  | 7 33  | 8 33  |
| *IAcme Leave               | 26.8                  | 7 17  | 10 20 | 4 36  | 5 36  | 7 36  | 8 36  |
| *Beaver Valley Jct. Arrive | 29.8                  | 7 20  | 10 23 | 4 39  | 5 40  | 7 40  | 8 40  |
| *Des Moines Arrive         | 31.0                  | 7 23  | 10 26 | 4 42  | 5 45  | 7 45  | 8 45  |
|                            | 34.7                  | 7 35  | 10 25 | 4 55  | 5 48  | 7 48  | 8 48  |

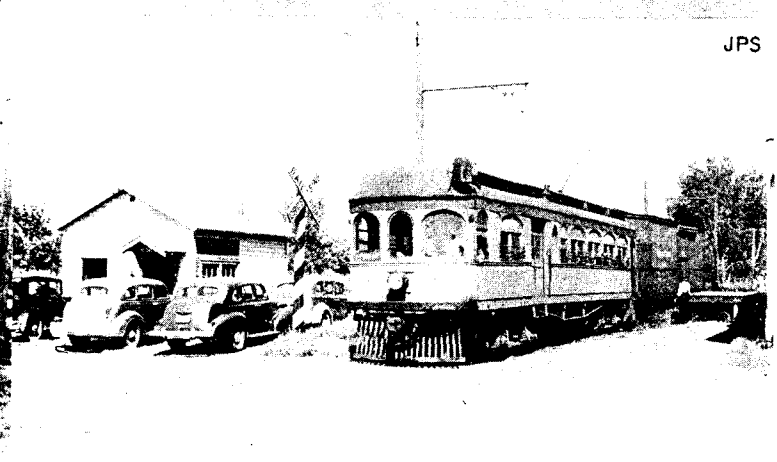
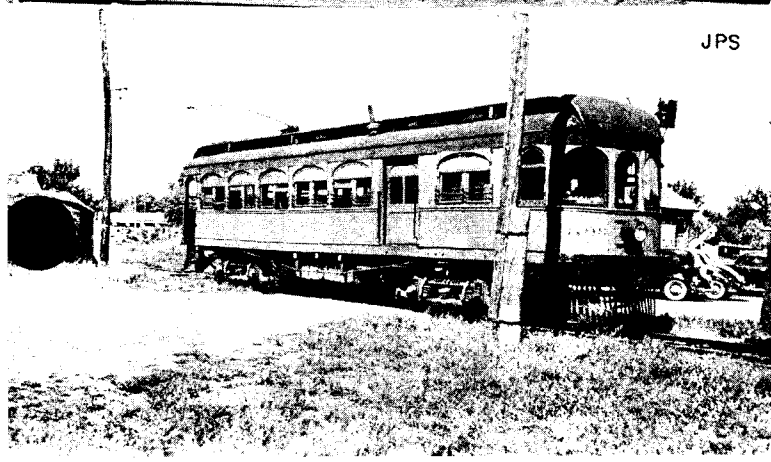
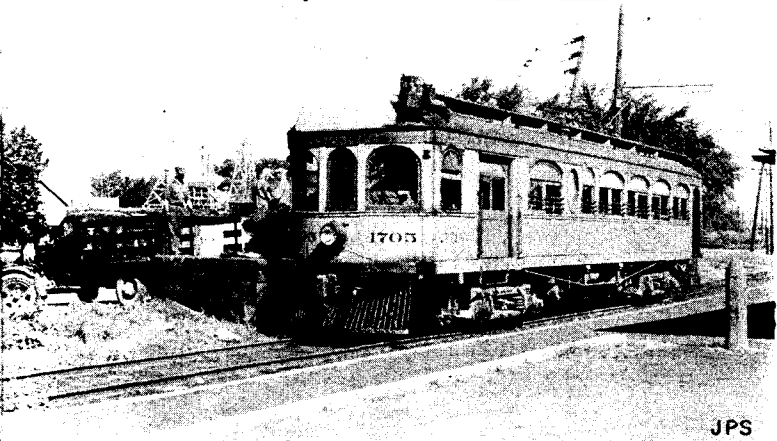
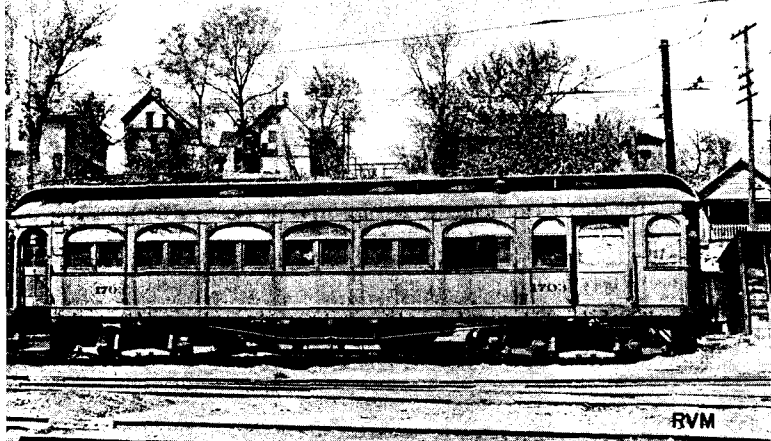
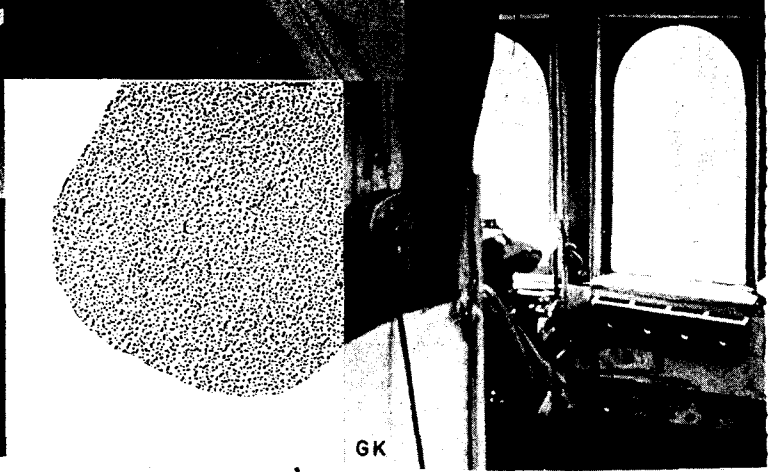
**DES MOINES TO PERRY AND WOODWARD--WEST-BOUND**

| STATIONS                  | Miles from Des Moines | 3     | 5     | 7     | 9     | 11    |
|---------------------------|-----------------------|-------|-------|-------|-------|-------|
|                           |                       | Daily | Daily | Daily | Daily | Daily |
| *Des Moines Leave         | 0.0                   | 7 40  | 1 15  | 3 20  | 5 30  | 8 10  |
| *Beaver Valley Jct. Leave | 3.7                   | 7 52  | 1 28  | 3 33  | 5 42  | 8 22  |
| *IAcme Leave              | 4.9                   | 7 54  | 1 30  | 3 35  | 5 45  | 8 24  |
| *Ilovington Leave         | 8.4                   | 7 57  | 1 33  | 3 39  | 5 49  | 8 27  |
| *IJohnston Leave          | 11.7                  | 8 05  | 1 43  | 3 48  | 5 53  | 8 31  |
| *ICamp Dodge Leave        | 12.4                  | 8 10  | 1 48  | 3 52  | 5 58  | 8 35  |
| *IHerold Leave            | 15.0                  | 8 13  | 1 52  | 3 55  | 6 02  | 8 40  |
| *IMiller Leave            | 16.0                  | 8 15  | 1 54  | 3 57  | 6 05  | 8 43  |
| *IChamberlin Leave        | 17.7                  | 8 21  | 2 04  | 4 03  | 6 07  | 8 45  |
| *IMoran Leave             | 20.8                  | 8 26  | 2 09  | 4 08  | 6 13  | 8 50  |
| *Woodward Arrive          | 23.4                  | 8 32  | 2 15  | 4 15  | 6 24  | 9 00  |
| *Woodward Leave           | 29.8                  | 8 32  | 2 15  | 4 15  | 6 24  | 9 00  |
| *Moran Leave              | 23.4                  | 8 32  | 2 15  | 4 15  | 6 24  | 9 00  |
| *Beaver Park Leave        | 26.6                  | 8 37  | 2 20  | 4 20  | 6 24  | 9 05  |
| *ICarpenter Leave         | 29.7                  | 8 42  | 2 25  | 4 25  | 6 34  | 9 10  |
| *Perry Arrive             | 34.7                  | 8 55  | 2 40  | 4 35  | 6 45  | 9 20  |

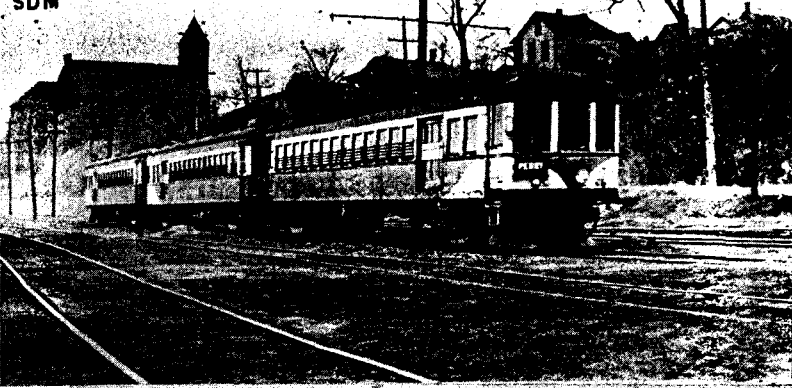


Mixed operation was common on the Colfax line, seen above at Altoona and at bottom right in Colfax. Maintenance levels were at low ebb in the 1935-1939 period; the 1700-class had become "flexible flyers".

108



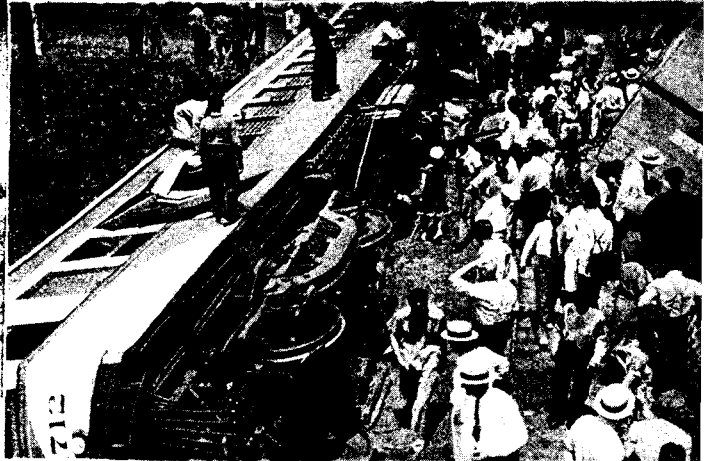
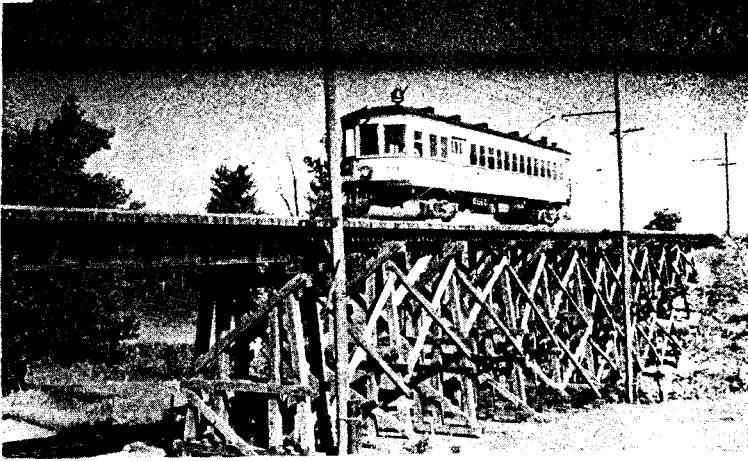
SDM



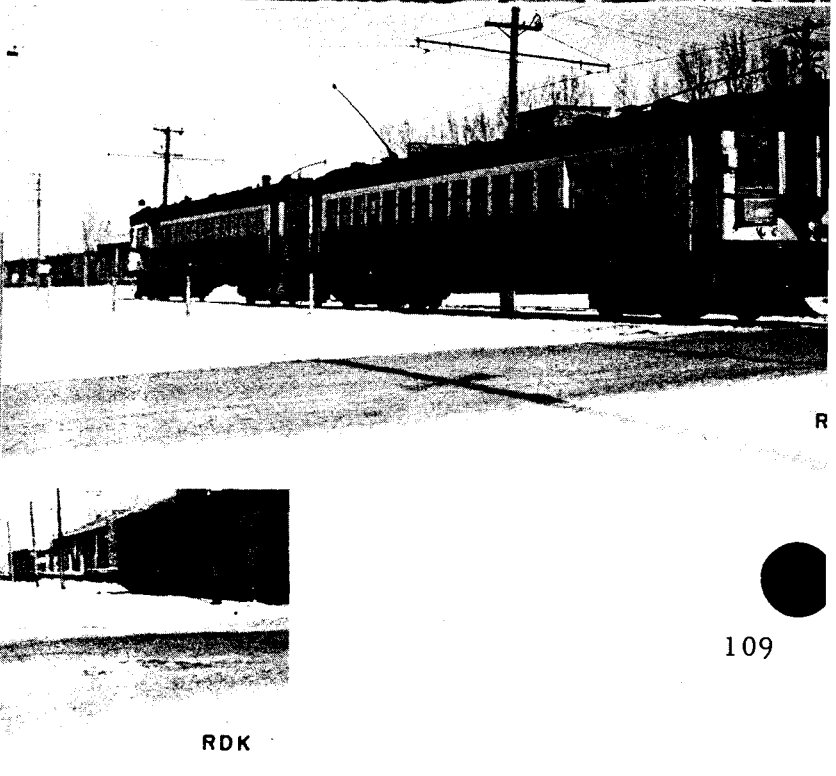
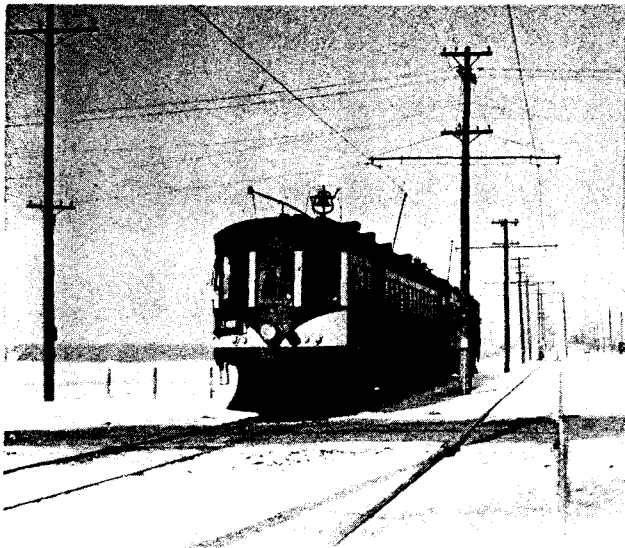
WCJ



RDK



And so, in 1939, came these three Jewett-built cars from the Cleveland-Toledo line of Lake Shore Electric Railway. Wartime traffic between Des Moines and Camp Dodge kept them well-occupied.

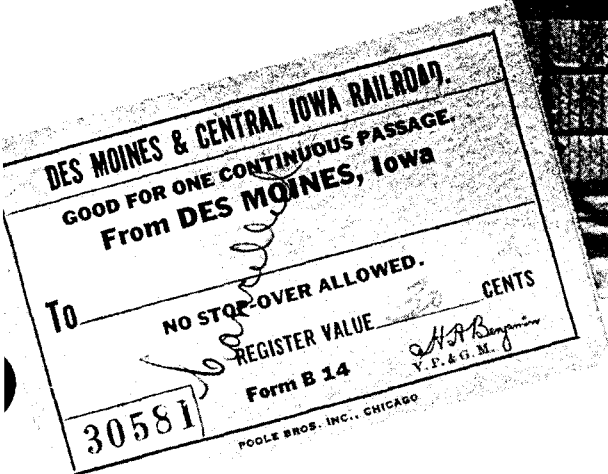


R

RDK



Before the days of heavy downtown congestion, when it was possible to park a horse-drawn buggy on the left, Inter-Urban trains circled thru the heart of Des Moines.

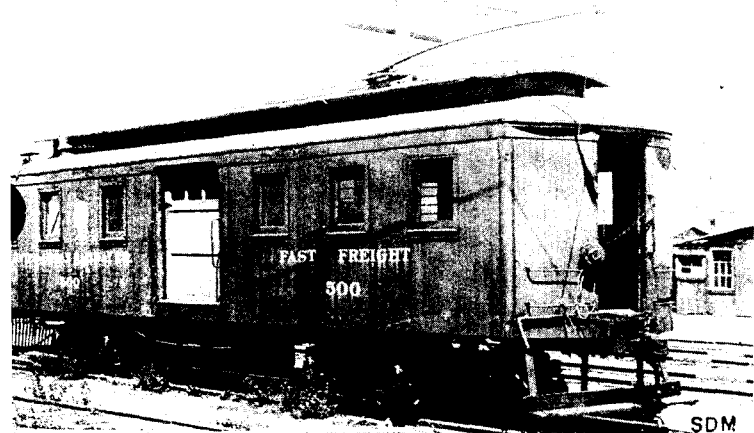
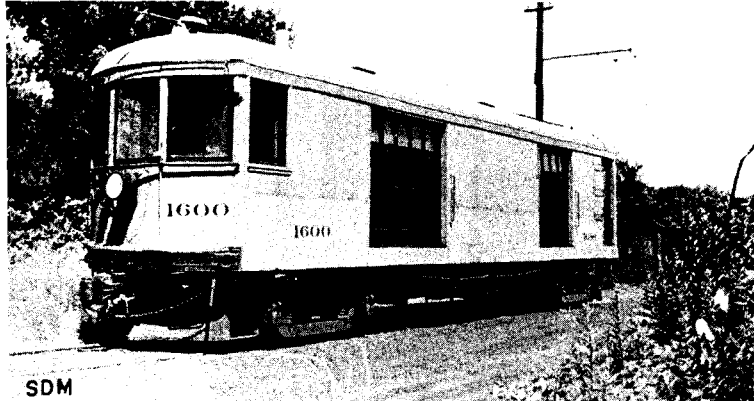


With the acquisition of the Lake Shore steel cars in 1939, DM&CI quickly sent its worn-out wooden equipment to the scrap pile, knowing that its three new units could easily meet its sparse schedules.

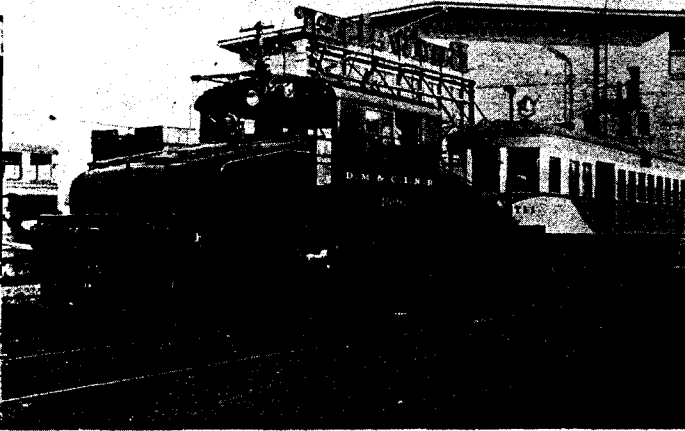
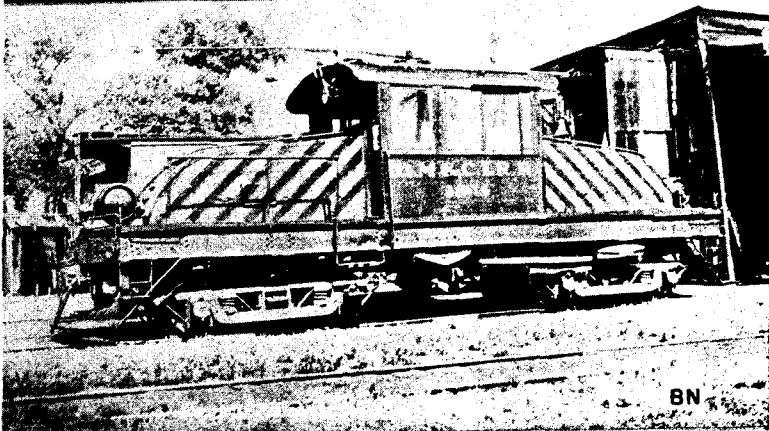
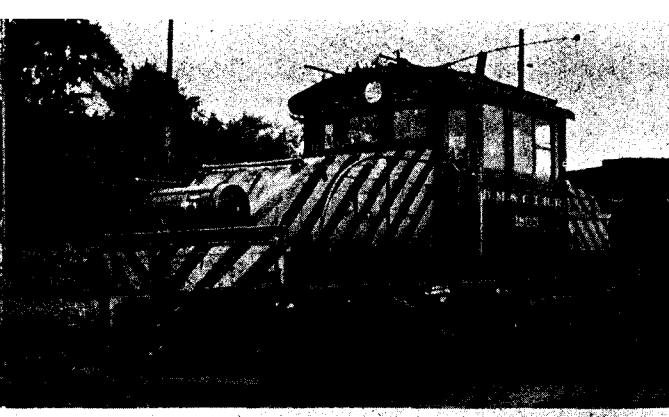
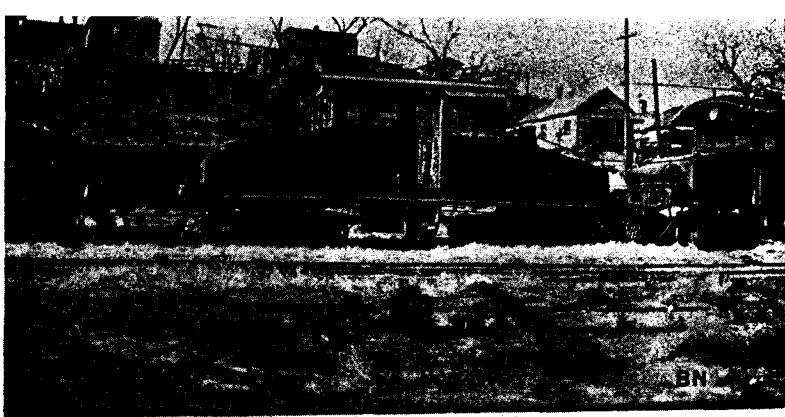
In the meantime, the Cedar Rapids & Iowa City Railway had also modernized its passenger fleet by the purchase of seven high-speed light-weight cars. Its heavy equipment, unlike DM&CI's, was in good shape, altho no longer needed for regular service.

So it was no surprise that DM&CI worked out a lease deal with Crandic for cars 102 and 109 when wartime training camps were developed on the former's lines. Scene above was taken on arrival date: January 10, 1943. The cars were returned to Crandic after the war.

At left: Box motor 1600, formerly Gary & Interurban car, and below that, box motor 500.

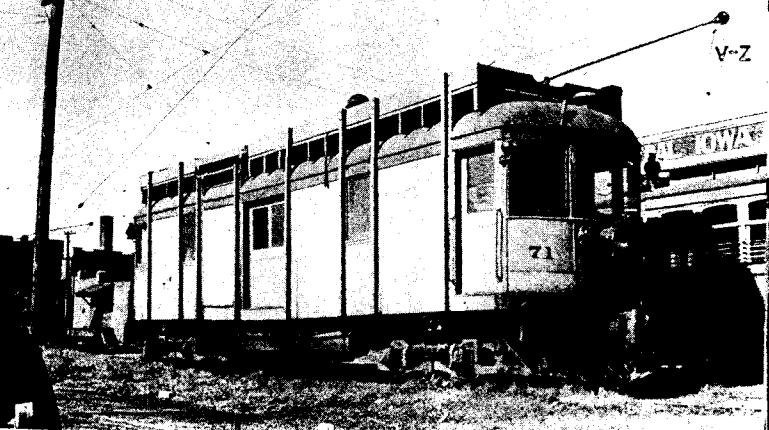
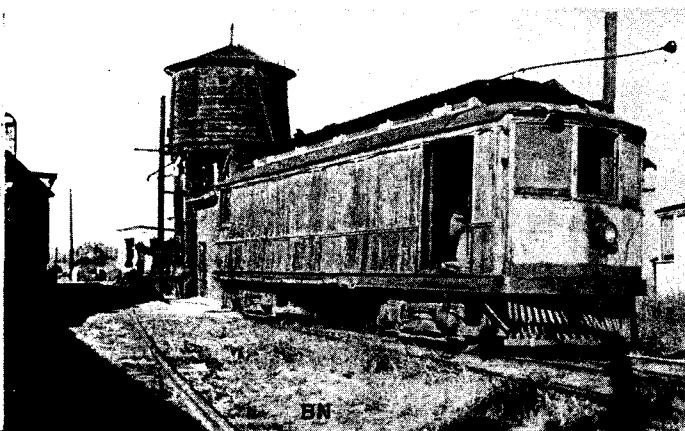
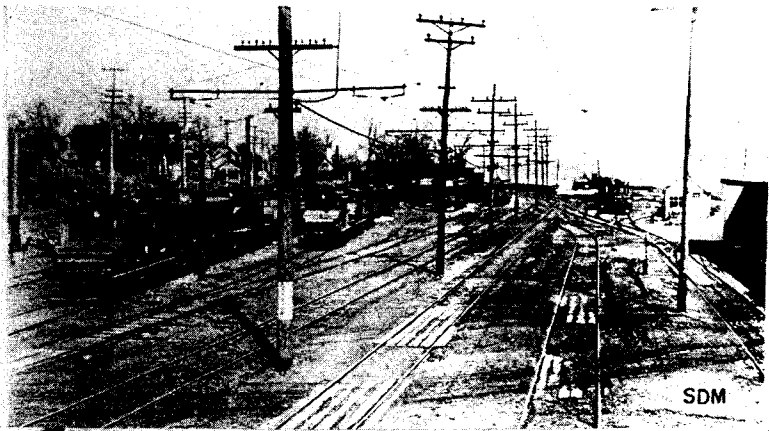






The DM&CI locomotive roster, altho not large numerically (except for the engine numbers themselves) was a substantial one for such a relatively small property. Answer lies in the large and productive switching district which it developed in the Des Moines area, and this is the reason for the existence of today's remaining segment, now operated by diesel. Left to right and top to bottom: 1801 (rebuilt from 1, see page 105), 1805, 1804, 1806 (a standard GE "rubber-stamp" design), Sunday morning in Des Moines yards in March 1920, work car 51 (ex-AM&C combine), line car 71 before and after candy-stripe paint job.

1





# FORT DODGE, DES MOINES & SOUTHERN RAILWAY CO.



## FORT DODGE-DESMOINES:

The State of Iowa, altho primarily an agricultural one, has important coal producing areas. Its flat prairies find contrast in rugged river ravines. The Fort Dodge Des Moines & Southern Railway serves a region rich in both mineral and agricultural values. Beginning as a steam railroad, the property spent nearly 50 years as an electric railway. Indeed, if we can bring ourselves to regard the modern diesel locomotive as a compromise between the steam engine and the trolley-powered traction car, then, in a way the Fort Dodge-Des Moines line remains an electric railway today.

The Fort Dodge Des Moines & Southern Railroad was incorporated February 16, 1906. Starting by acquiring the Newton & North Western Railroad (a steam line from Newton to Rockwell City via Boone, almost straight northwest, with a branch from Goddard to Colfax) and the Ames & College Railway (a street railway) FDDM&S proceeded to build a north-south interurban railroad. First step was electrification of the central 37-mile section of the N&NW and the construction of new electric extensions from Ft. Dodge Junction (Hope) north to Ft. Dodge and from Des Moines Junction (Midvale) south to a connection with the Inter-Urban Railway north of Des Moines.

Interurban passenger service over this line began on November 4, 1907 with ten cars built by Niles Car Company, powered to run about 60 mph from the 600-volt trolley. A branch was also promptly opened from Kelley to the Ames & College Railway tracks at Ames, thus giving a valuable connection into the home of the State University.

The non-electrified extremities of the N&NW came under consideration next. The leg east of Midvale was abandoned in 1911 and the leg west of Hope was electrified when it became evident that the new 1200-volt trolley system would cut the cost of this work to a level that could be supported by the lighter traffic here. Accordingly, the trolley voltage of the Fort Dodge-Des Moines main line was changed from 650 to 1200 volts and the car equipments were replaced by apparatus that would operate on either voltage.

During this period the freight traffic of the company had grown steadily to the point where it represented 60% of the gross revenues. A new entrance into Des Moines, involving an entirely new route south of a point below Oralabor, was obtained, in part thru a lease arrangement with

the St. Paul & Des Moines Railway (Rock Island System), permitting the use of this company's tracks directly into the Rock Island station in Des Moines. Later the company built a connection into the Des Moines Street Railway system near the state Capitol Building and abandoned its operation to the Rock Island station in favor of an interurban terminal jointly used with the Des Moines & Central Iowa Railroad. Still later, even this was abandoned and Fort Dodge trains terminated without street operation at the foot of the Capitol hill.

In 1916 the Crooked Creek Railroad, between Webster City and Lehigh, was acquired. It was electrified and extended to connect with the main line by a former Chicago Great Western Railway branch from East Fort Dodge to Evanston Junction. This opened one of the country's prime gypsum producing areas to the railway. In addition to its railway business, the company was now also deriving substantial returns from the sale of electric power to elevators and gypsum plants along its route. This power business led the company to schedule its freight trains mainly for night operation, when commercial power demands were the lightest, so that its relatively small Fraser power plant could enjoy a good load factor.

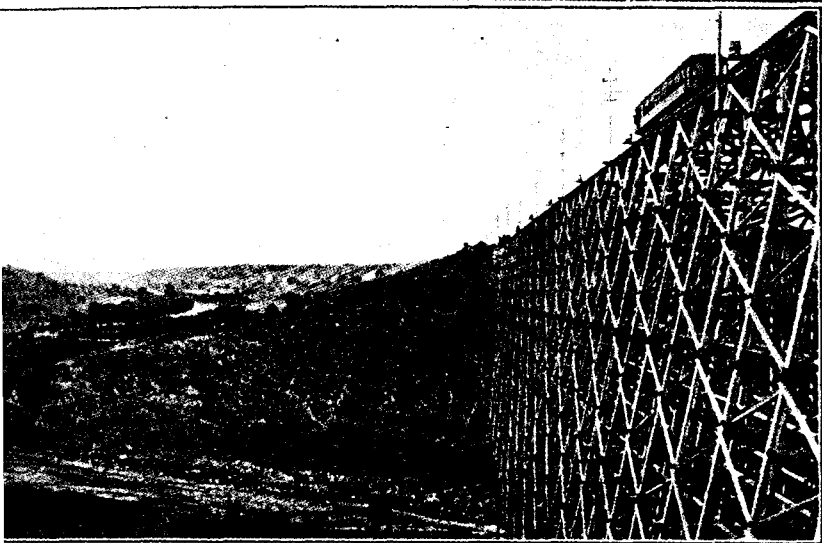
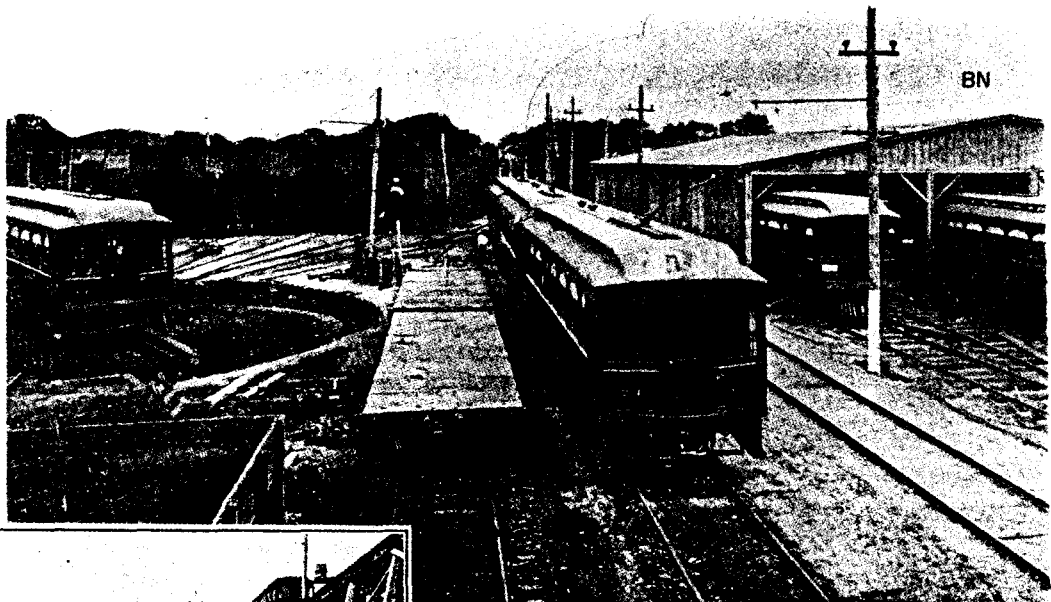
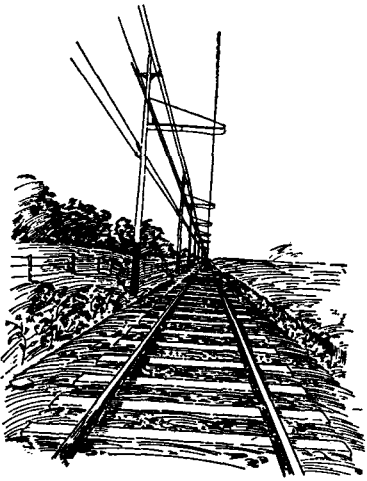
Passenger service on the several branch lines was discontinued in the early 1930s, but was continued, even tho unprofitable, on the main line until August of 1956. Dieselization of freight operation was accomplished simultaneously, except for some switching at East Fort Dodge yard.

## AMES

Local street railway transportation in Ames was started with the organization on September 9, 1890 of the Ames & College Railway as a steam dummy line. Two locomotives were acquired to draw passenger trailers in an operation between the center of the business district and the Iowa State College Campus.

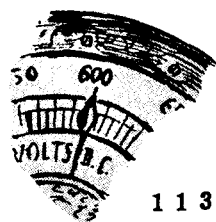
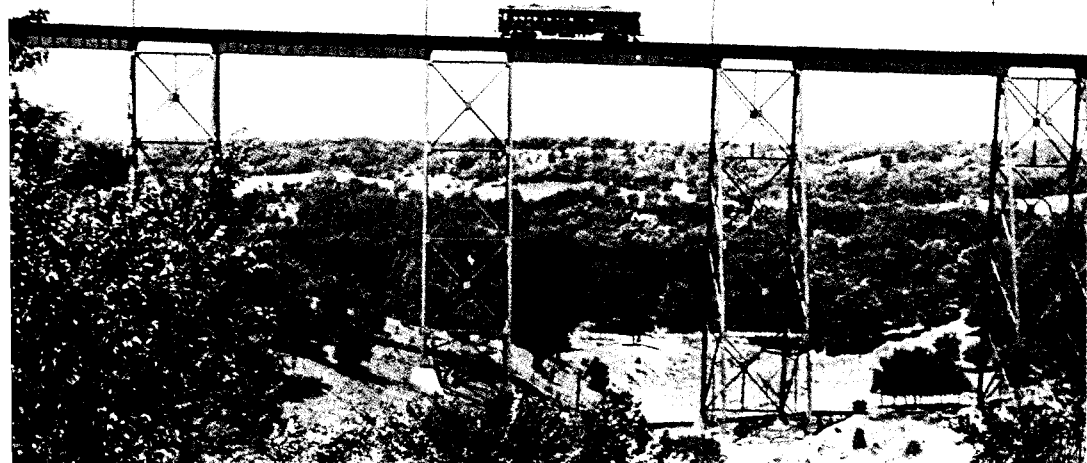
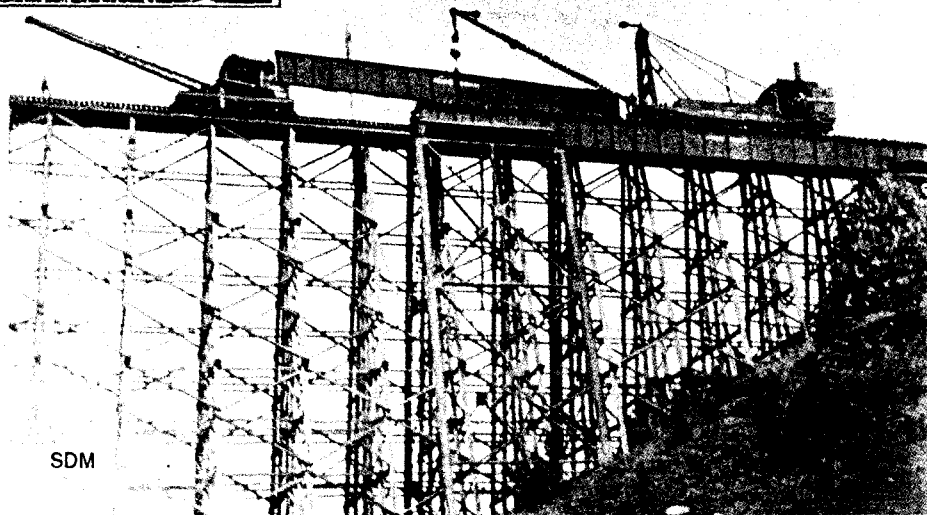
In 1907 the Fort Dodge Des Moines & Southern Railway acquired the property and connected it to the main line by a 7-mile branch from Kelley. Electrification brought street car as well as interurban service. The former was discontinued in 1929 when a bus was placed in "temporary" service. Trolley cars were never restored, altho portions of the railway remain in service as part of present day FDDM&S diesel operations.

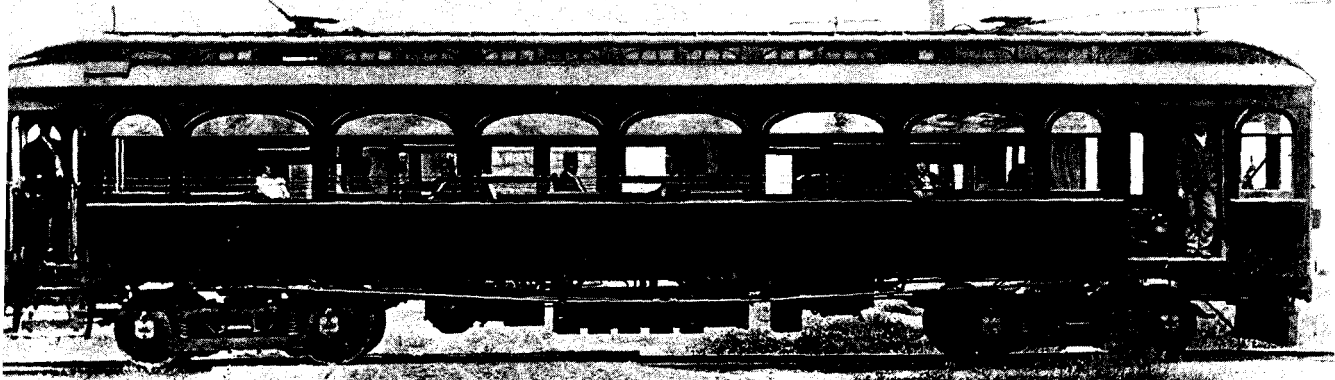




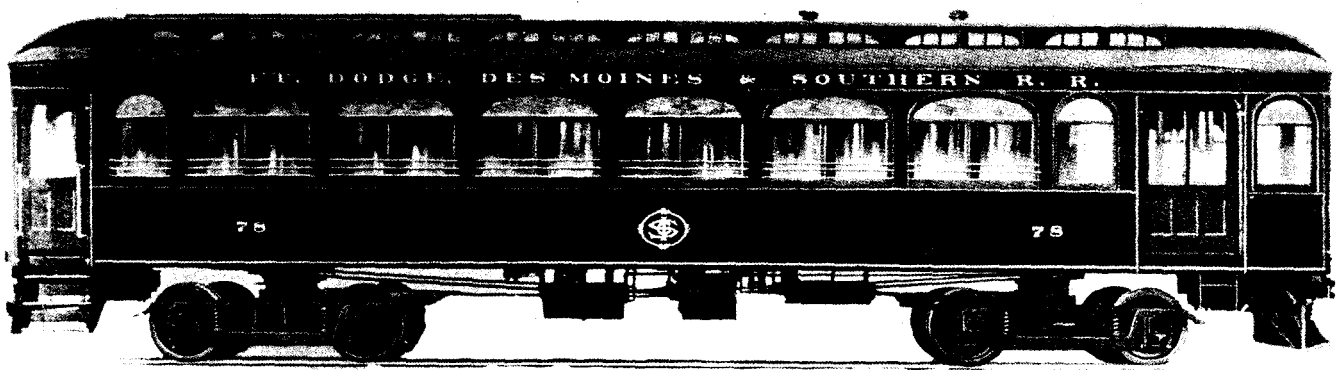
Yard scene of 1907 shows the old Newton & Nor Western roundhouse as well as the "new" fram car shop. Careful study of this none-too-clear halftone shows that cars 66, 74 and 82 as originally built for 600 volt operation had Van Dorn couplers below the MCB couplers. Inter-Urban Railway cars were similarly equipped.

The famous Des Moines valley ravine bridge a few miles north of Boone was a favorite spot for photos thru the years. Above is the original timber N&NW trestle, at right, it is being replaced with a parallel steel viaduct 156 ft. high and 800 ft. long, while below a 1940 railfan special is poised midspan.



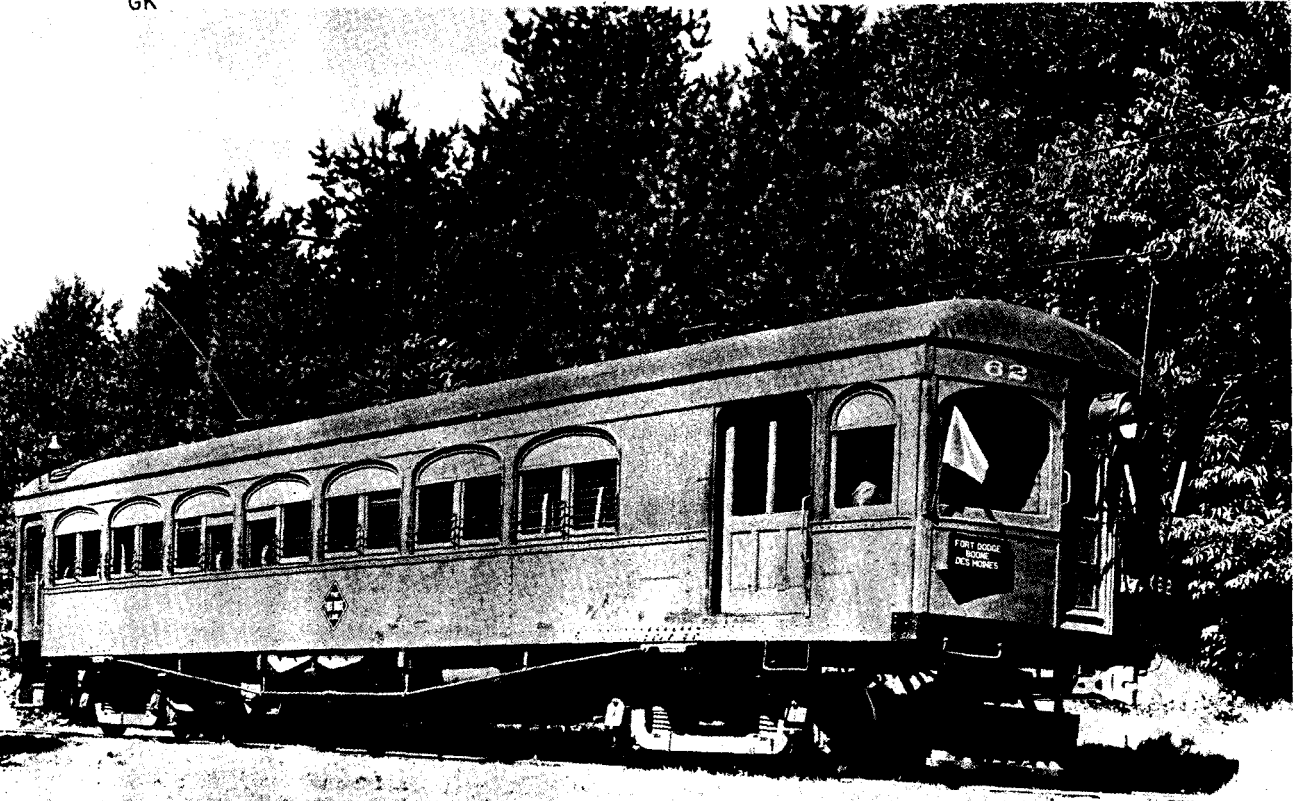


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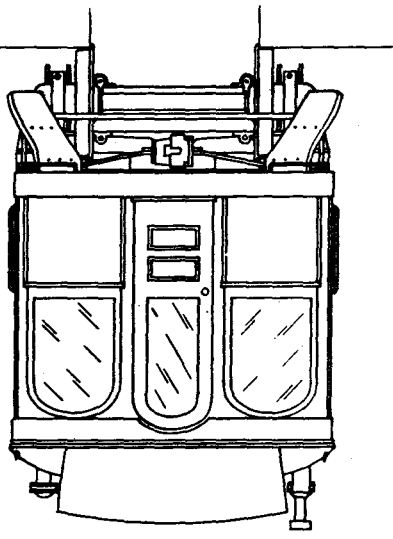
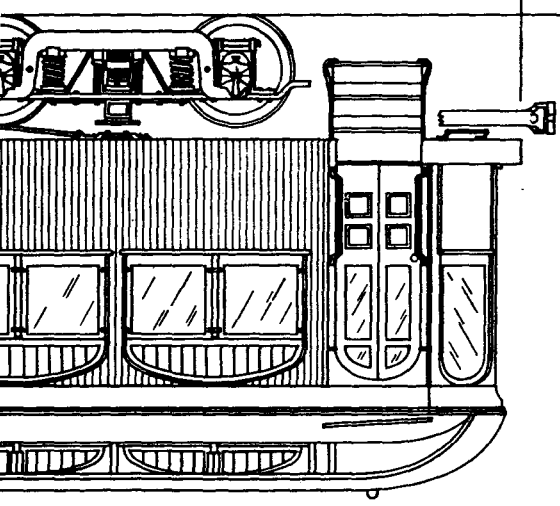
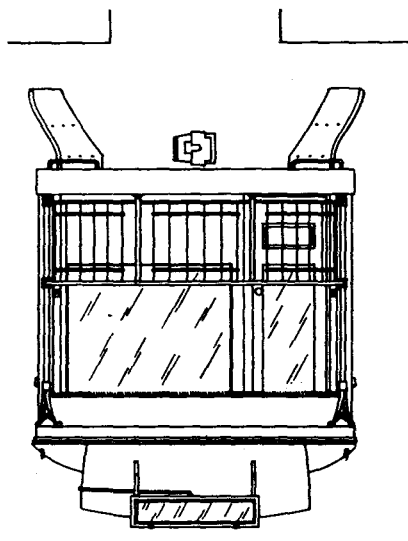
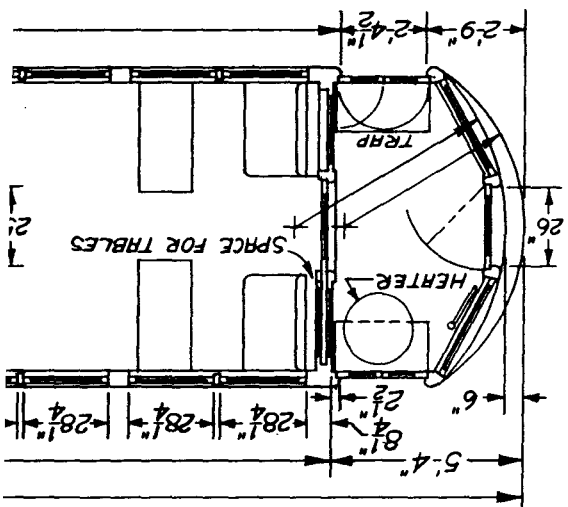
GK



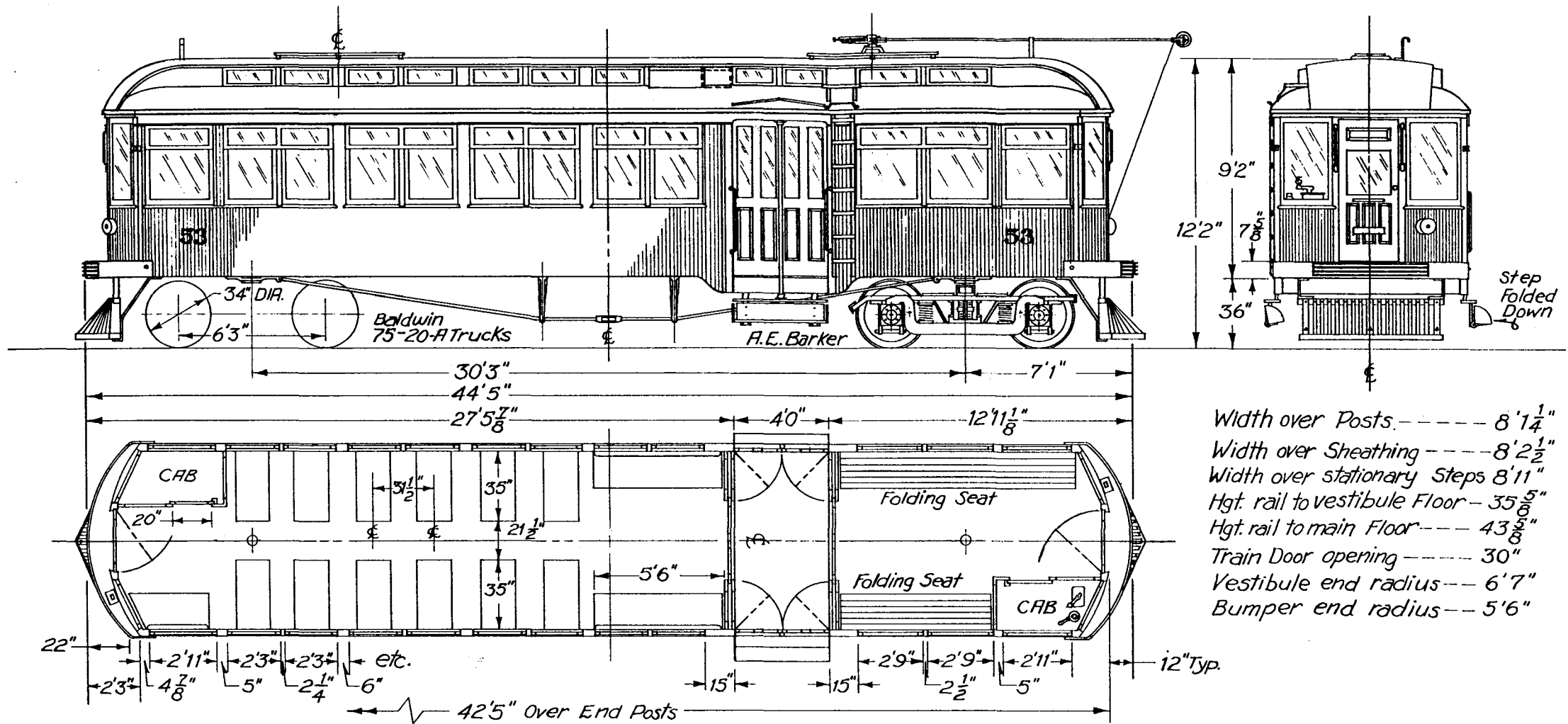
GK

Built by American Car Company at St. Louis, car 62 was the only one of its type on the Fort Dodge Line and only vaguely resembles the equipment of any other road. The Niles,

R E BARKER 10-9-56.



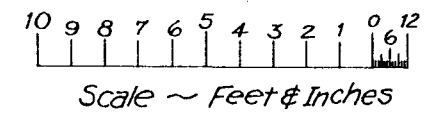


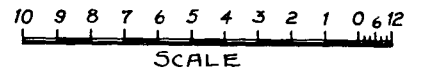
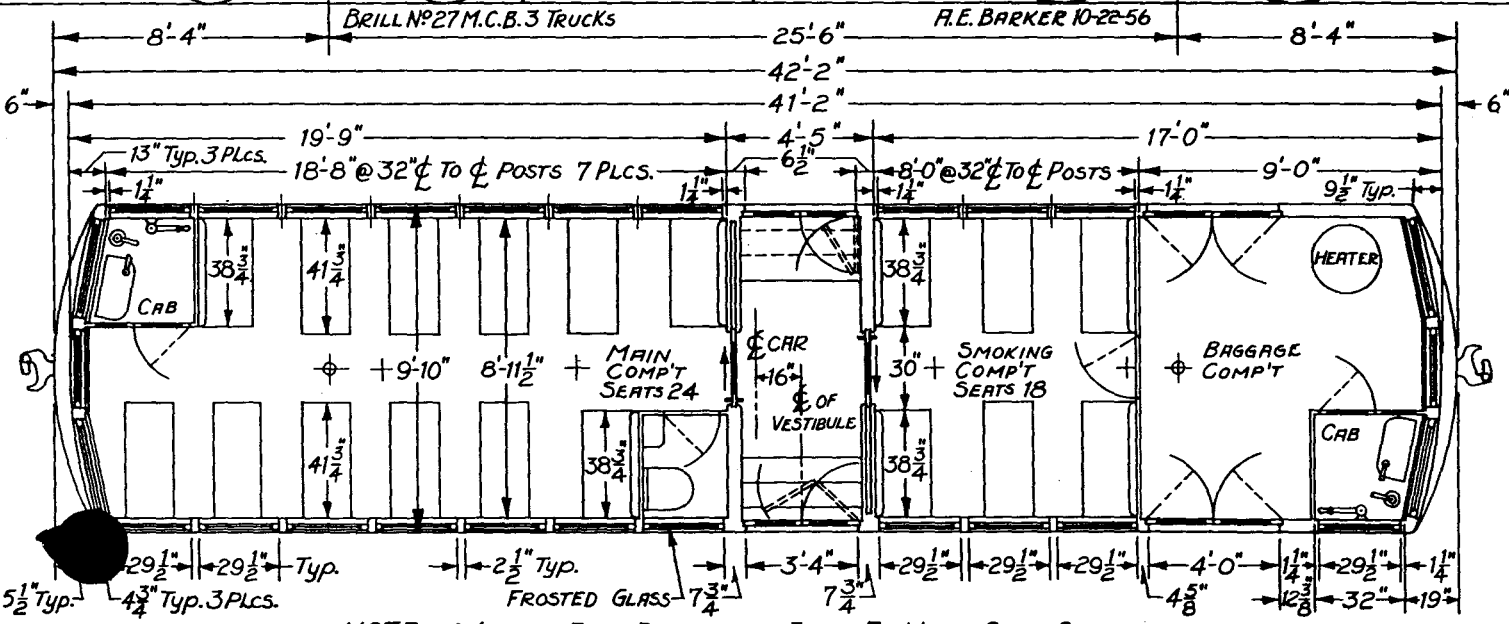
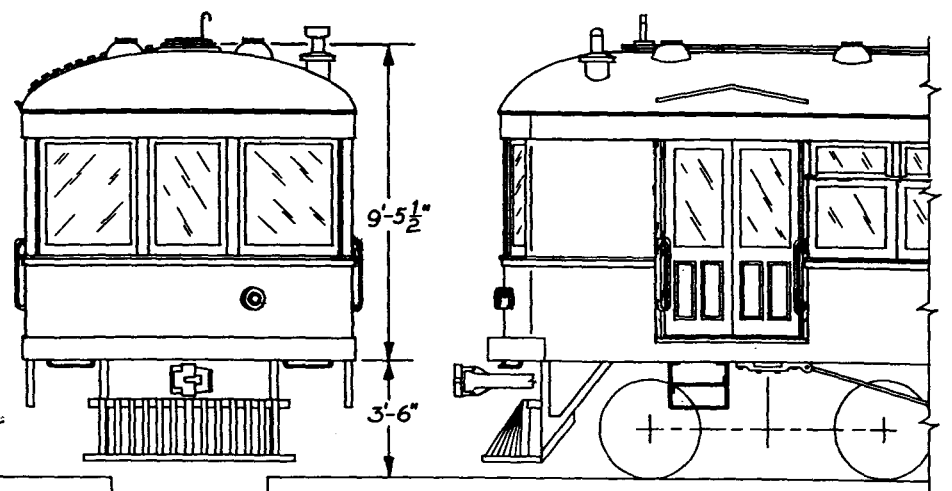
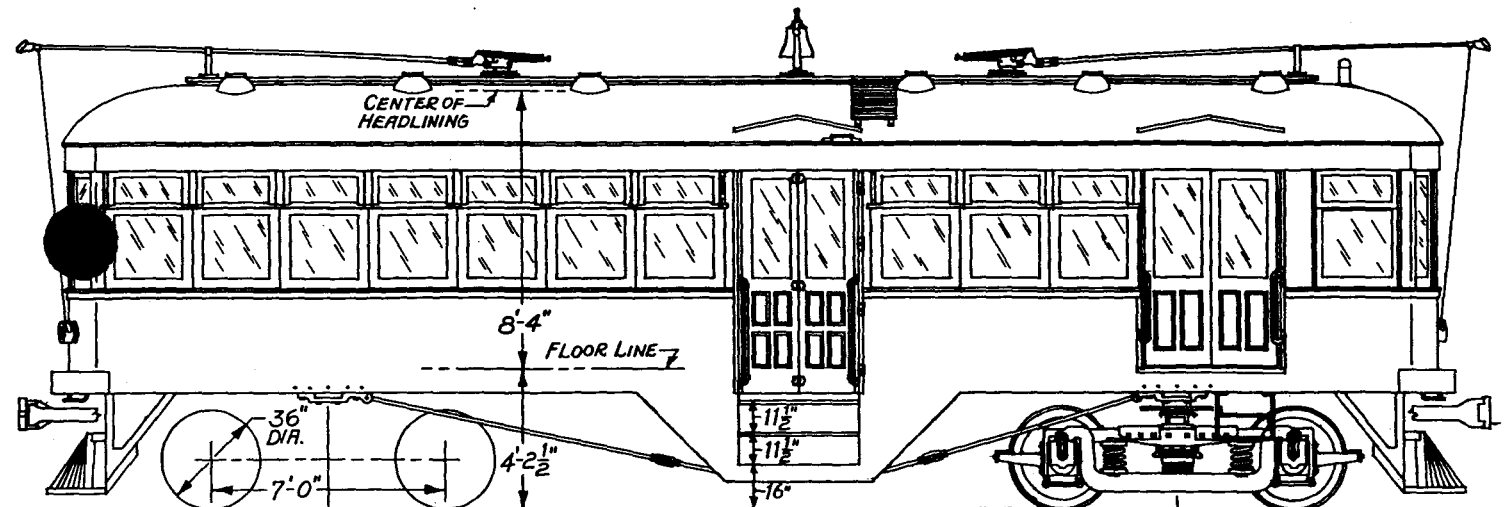


- Width over Posts----- 8'1 1/4"
- Width over Sheathing----- 8'2 1/2"
- Width over stationary Steps 8'11"
- Hgt. rail to vestibule Floor-- 35 5/8"
- Hgt. rail to main Floor----- 43 5/8"
- Train Door opening----- 30"
- Vestibule end radius-- 6'7"
- Bumper end radius-- 5'6"

Charles City Western Railway  
Jewett Car Co, 1910.

A.E. Barker 10-4-56

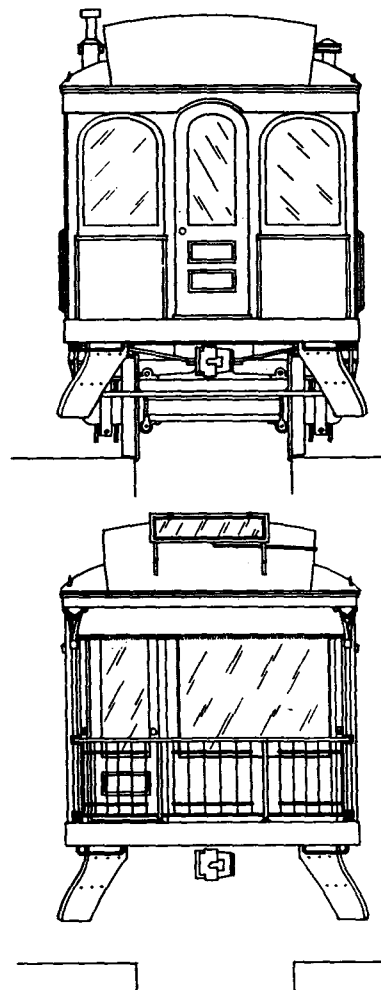




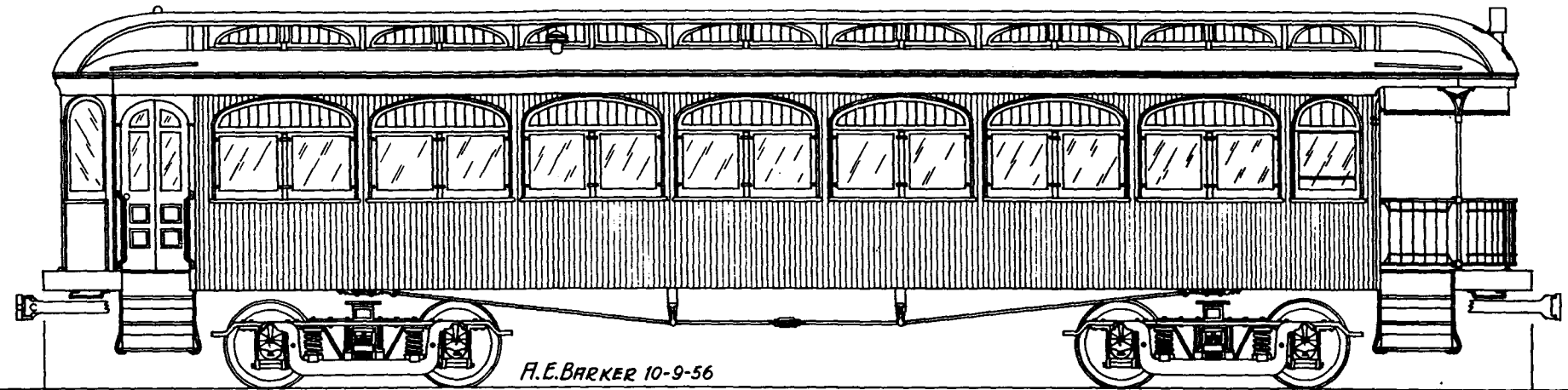
FORT DODGE, DES MOINES  
AND SOUTHERN RAILWAY.  
COMBINATION PASSENGER-  
BAGGAGE MOTOR CAR NO. 52.  
BUILT BY THE AMERICAN CAR  
COMPANY 1916.

A.E. BARKER 10-22-56.

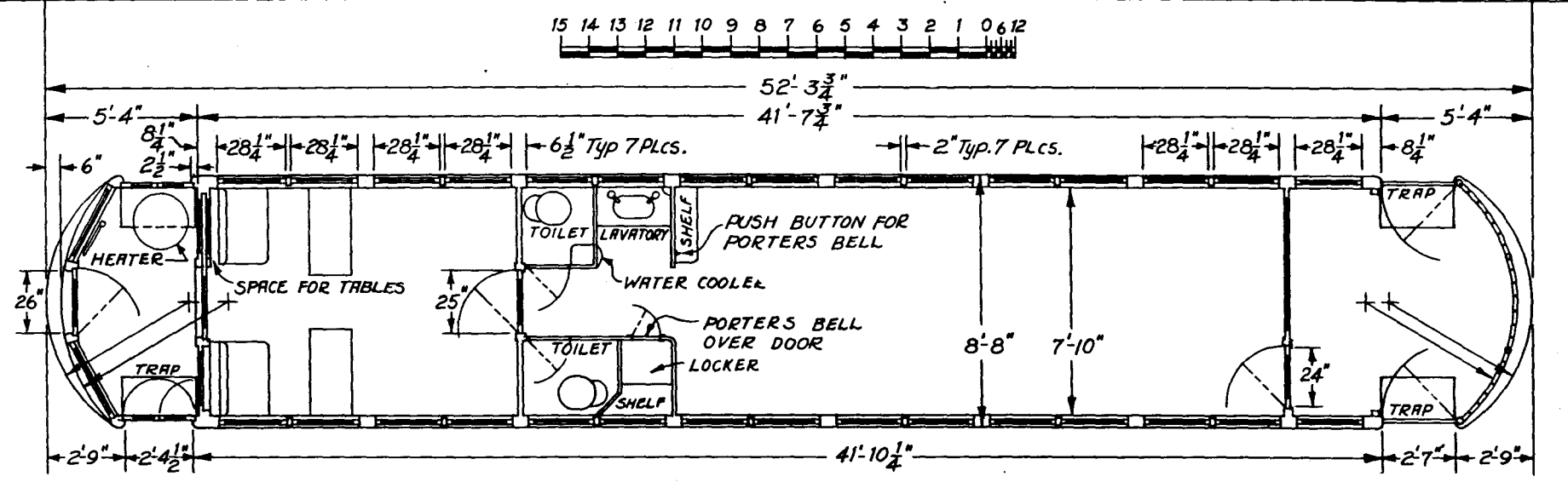
NOTE :- WINDOW POST DIMENSIONS APPLY AT UPPER SASH ONLY.  
SEE SIDE ELEVATION FOR LOWER SASH OUTLINE.



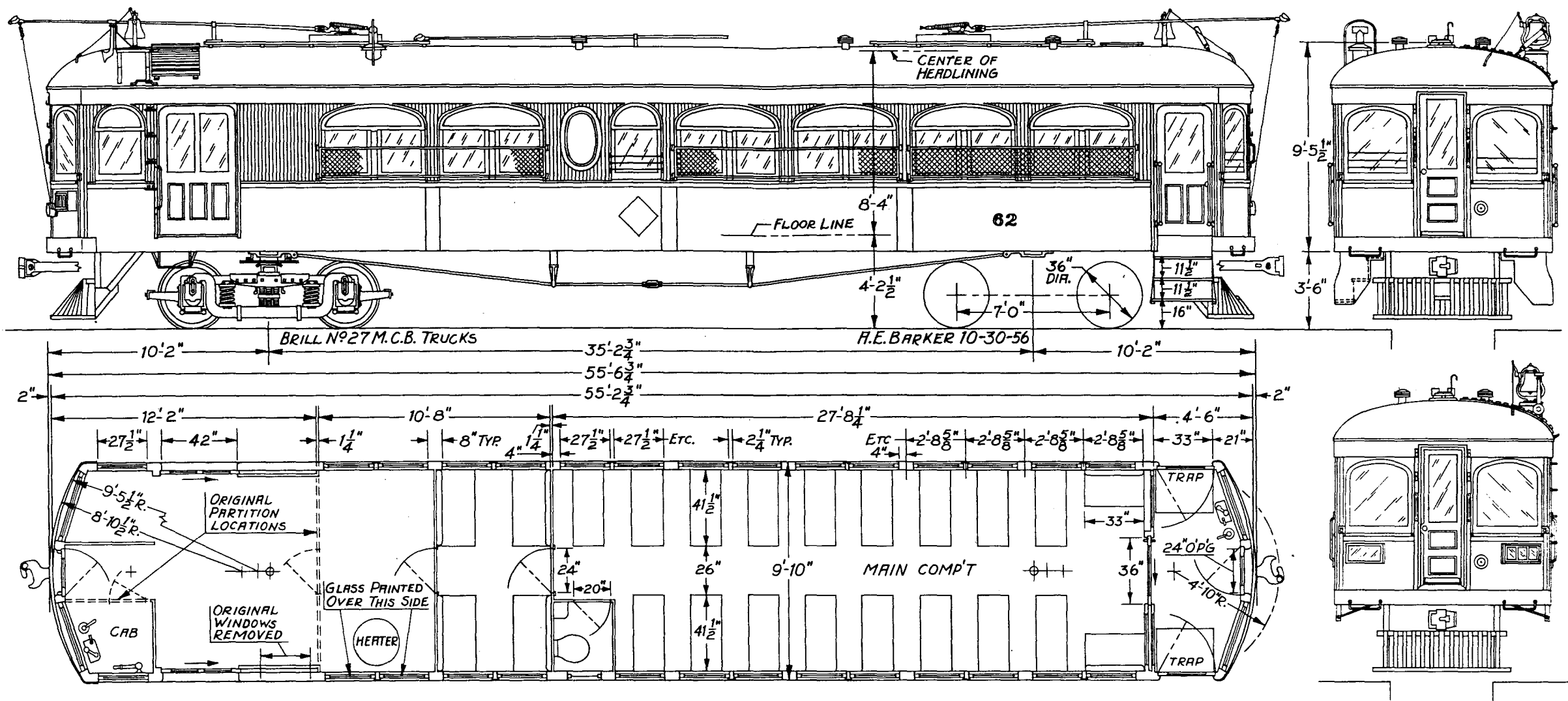
A E BARKER 10-9-56.



A.E. BARKER 10-9-56

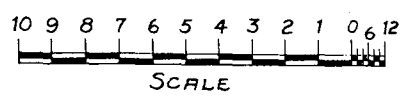


FORT DODGE, DES MOINES  
AND SOUTHERN RAILWAY  
OBSERVATION-PARLOR CAR  
BUILT BY THE JEWETT CAR  
COMPANY 1912.



FORT DODGE, DES MOINES  
 AND SOUTHERN RAILWAY  
 COMBINATION PASSENGER-  
 BAGGAGE MOTOR CAR N°62  
 BUILT BY THE AMERICAN CAR  
 COMPANY 1916.

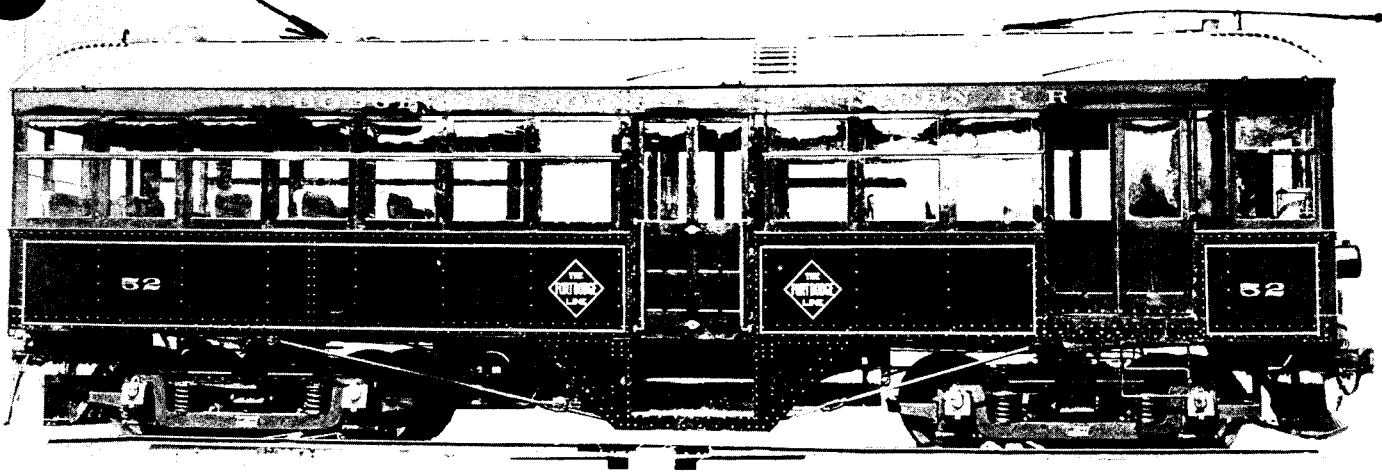
A.E. BARKER 10-30-56



For branch line service Fort Dodge first rebuilt a car into center-door 50 and later bought 52 new from American Car Company. These small capacity cars were still too large for traffic needs on the branches and the service was withdrawn. Two of these cars were sold to the St. Francois County Ry. at Farmington, Missouri, for use as engines.

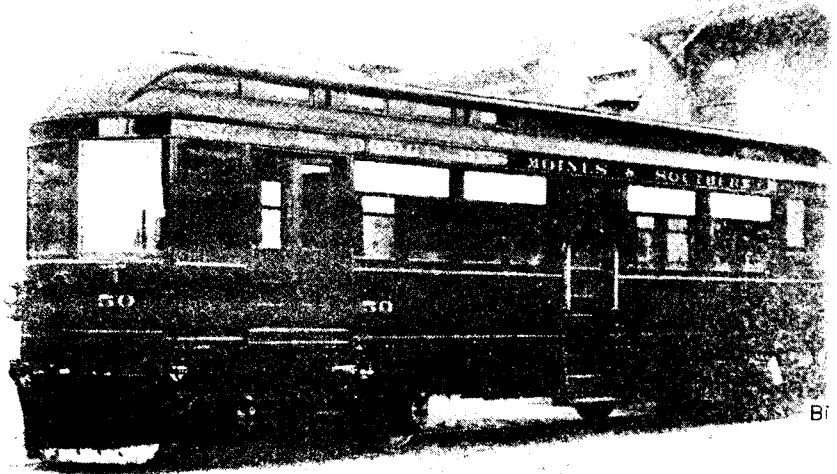


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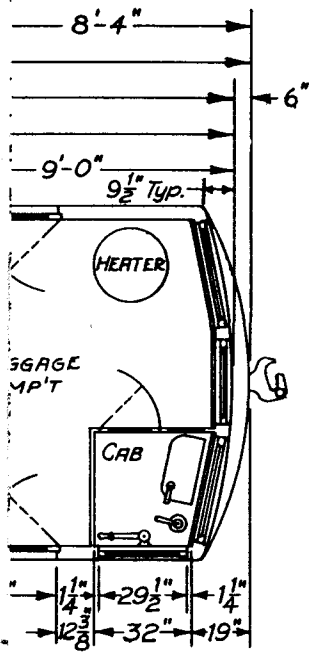
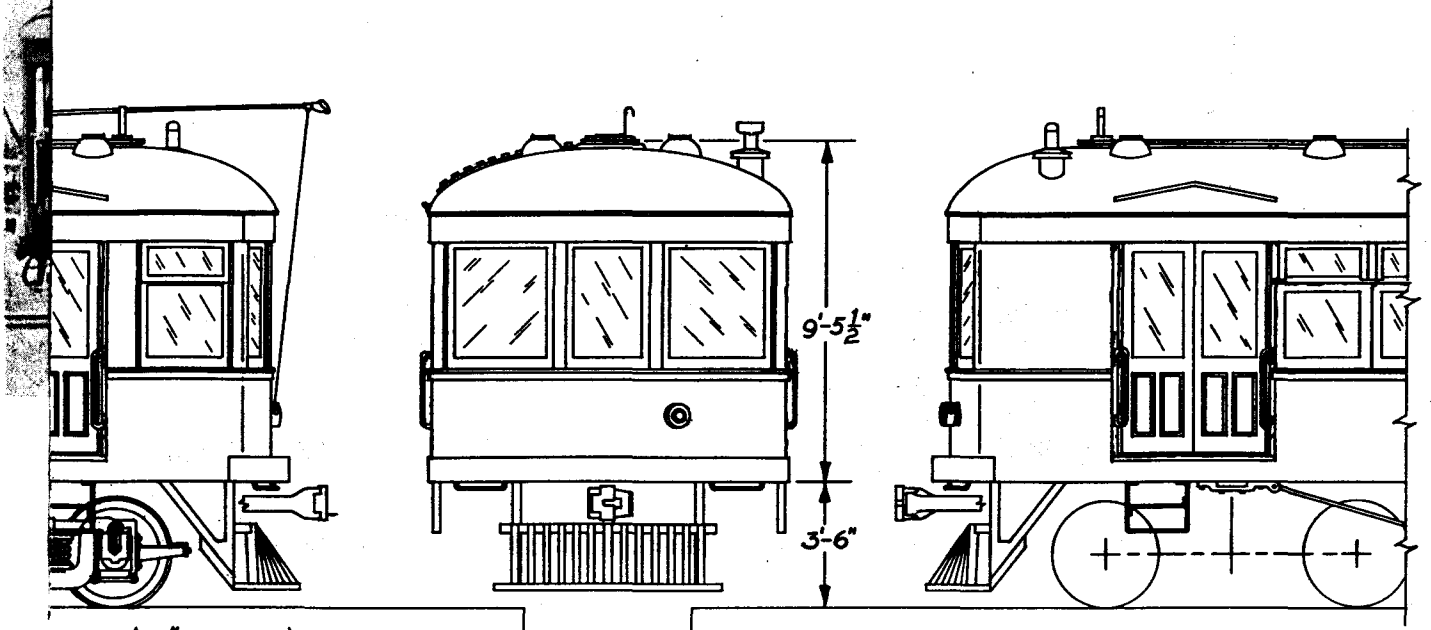
119

SDM



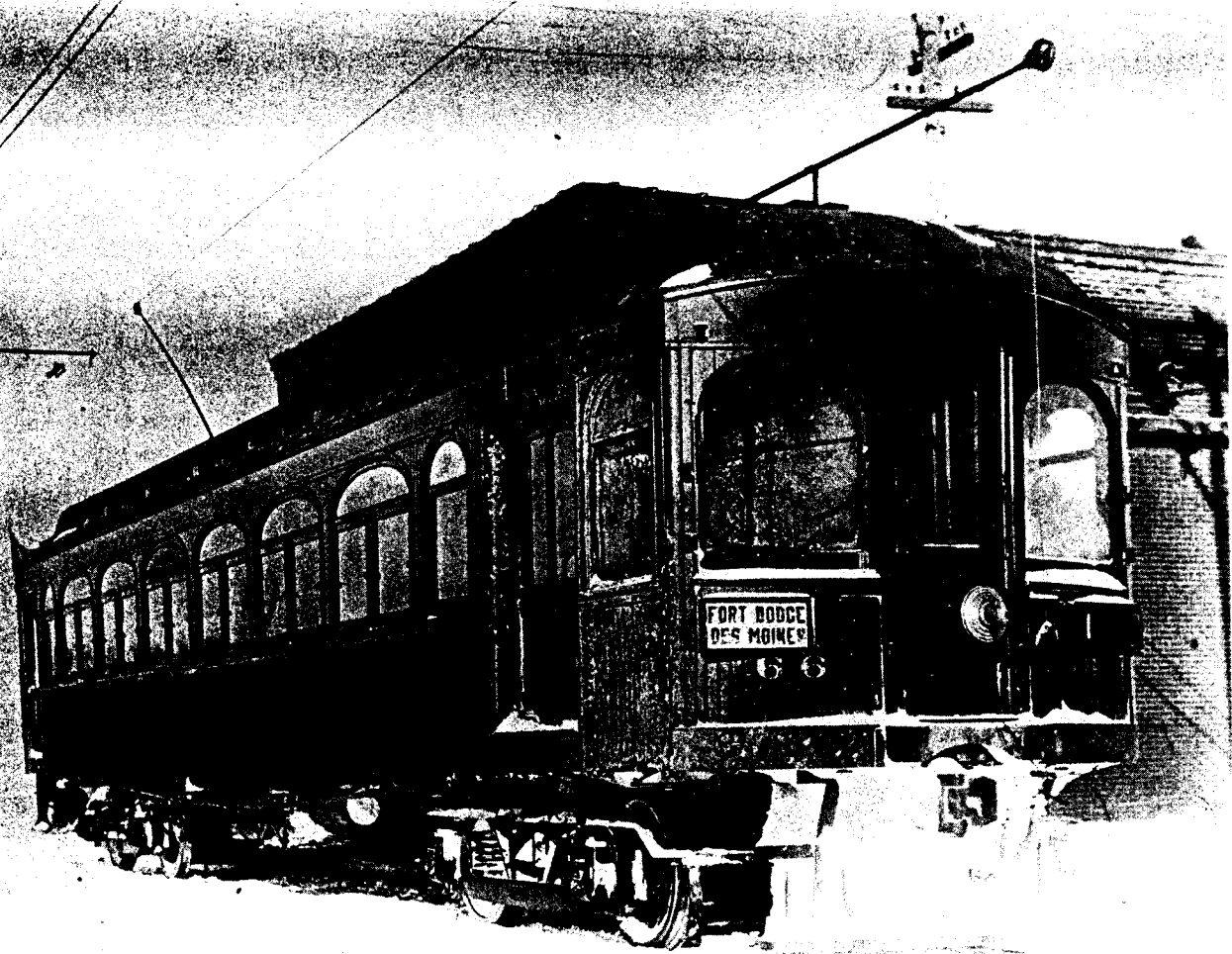
BT





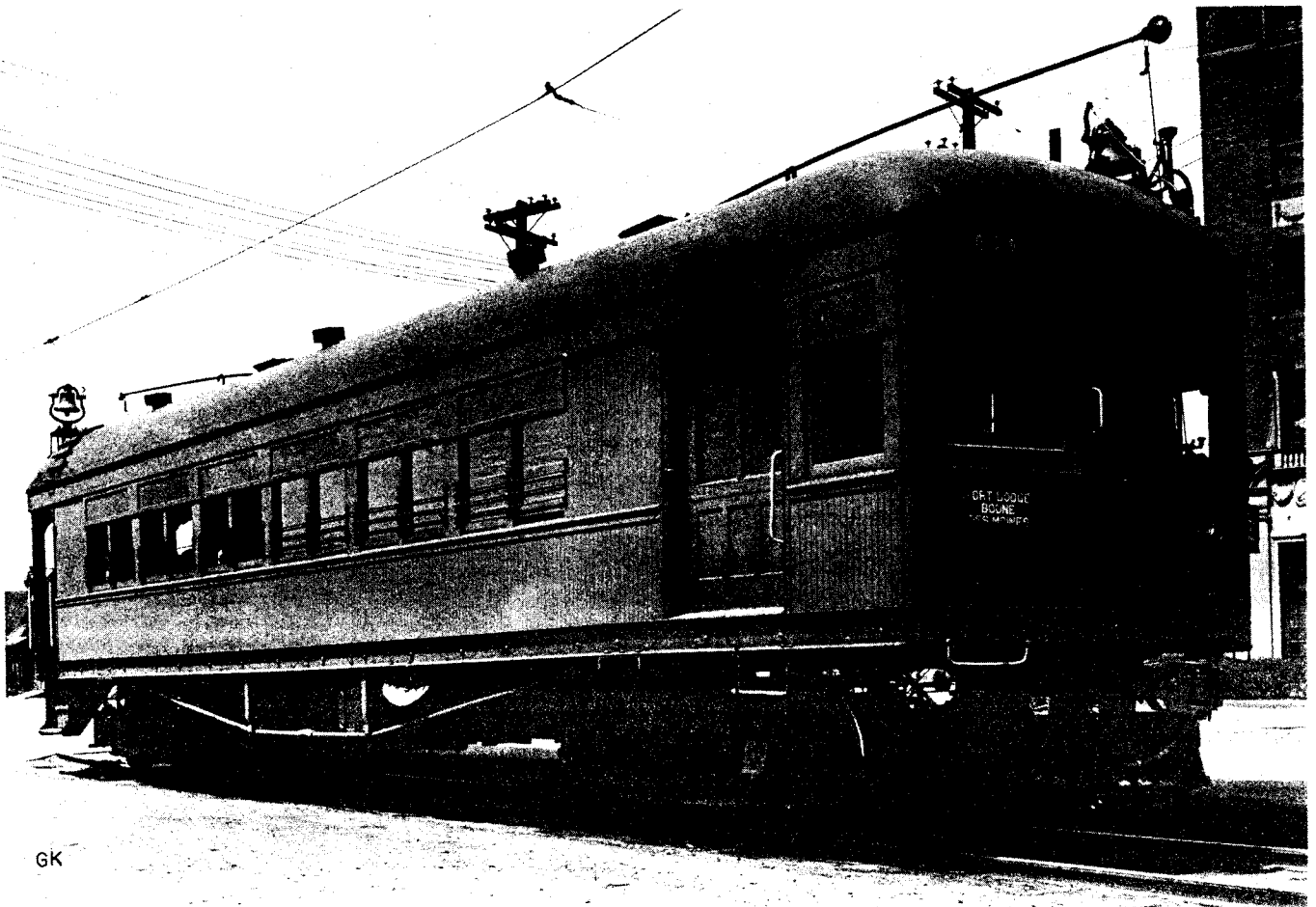
FORT DODGE, DES MOINES  
AND SOUTHERN RAILWAY.  
COMBINATION PASSENGER-  
BAGGAGE MOTOR CAR NO 52.  
BUILT BY THE AMERICAN CAR  
COMPANY 1916.

A.E. BARKER 10-22-56.



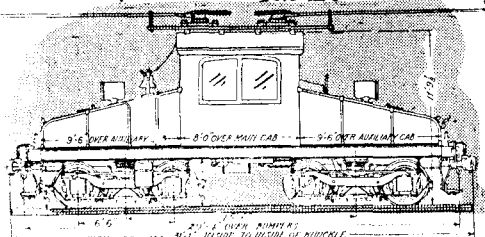
GK

Car 66 rests for two family album scenes about 30 years apart. Many details, rail to trolley, were changed without losing the basic Niles lines, so graceful in the original product.



GK

# FORT DODGE, DES MOINES & SOUTHERN

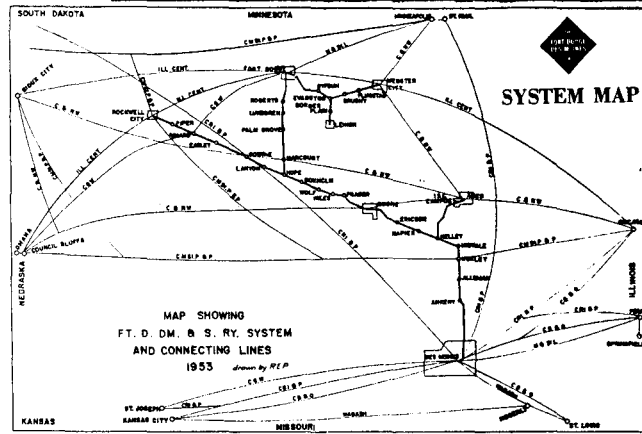


## TIME TABLES

Corrected January 1, 1951

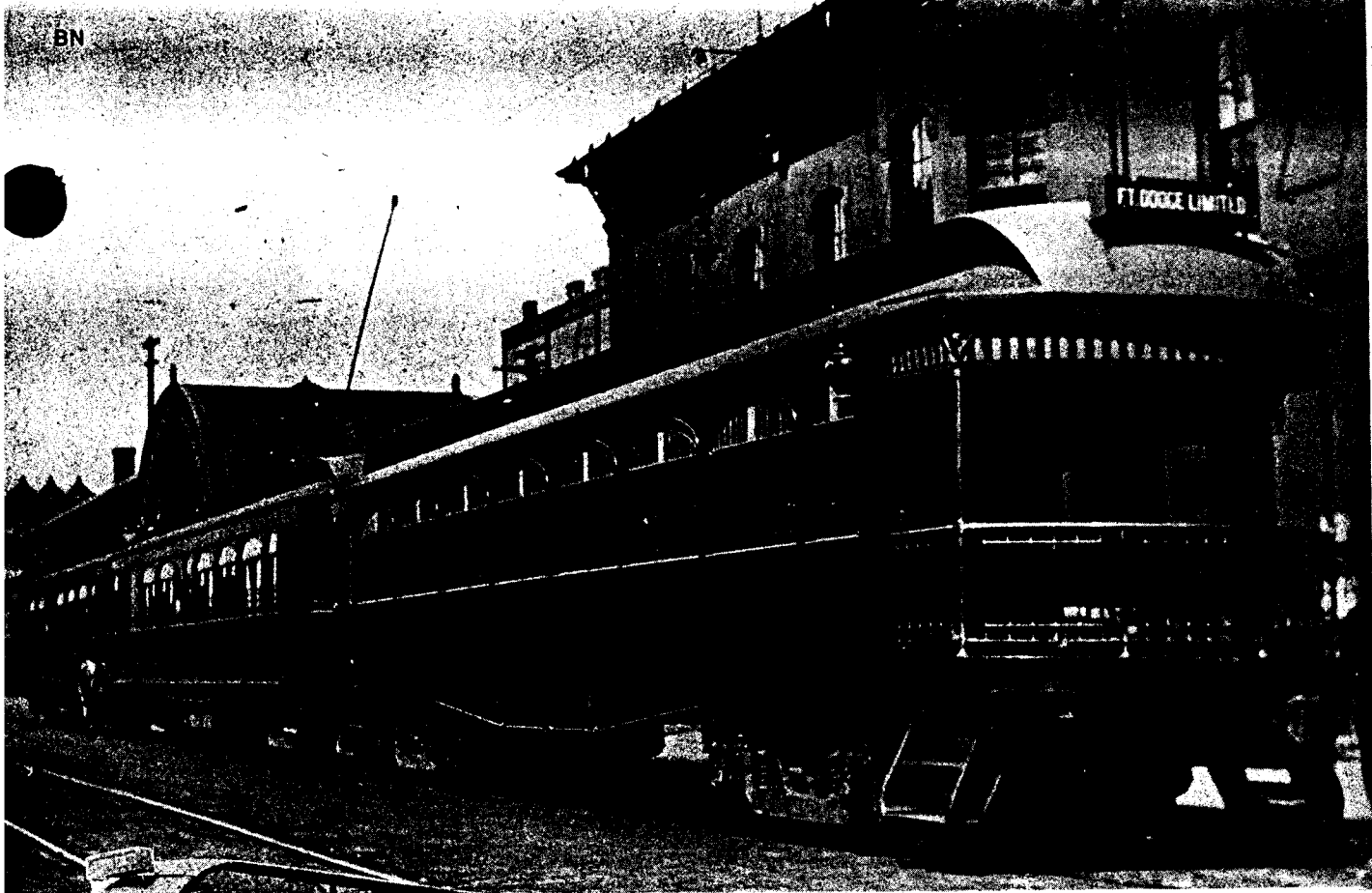
### The FORT DODGE, DES MOINES & SOUTHERN

- Has
- an average of ten freight trains a day.
  - overnight freight service on its lines.
  - through rates and routes between its stations and all stations in the United States.
  - free pick-up and delivery service on less than carload shipments.
  - a minimum charge of \$1.61 for less than carload shipments.
  - track connections with all railroads crossing Iowa from east to west and north to south.
  - exceptionally fine locations for industrial sites.



| Des Moines, Ames and Ft. Dodge NORTHWARD |            |            |            |            |             |            |            |            |                                | Des Moines, Ames and Ft. Dodge SOUTHWARD |            |            |            |            |             |            |            |            |            |              |            |            |  |  |
|------------------------------------------|------------|------------|------------|------------|-------------|------------|------------|------------|--------------------------------|------------------------------------------|------------|------------|------------|------------|-------------|------------|------------|------------|------------|--------------|------------|------------|--|--|
| Second Class                             |            |            |            |            | First Class |            |            |            |                                | STATIONS                                 |            |            |            |            | First Class |            |            |            |            | Second Class |            |            |  |  |
| 57                                       | 91         | 55         | 81         | 53         | 73          | 71         | 3          | 1          | Time Table No. 44 July 9, 1950 |                                          |            |            |            | 2          | 4           | 72         | 52         | 74         | 82         | 54           | 56         | 94         |  |  |
| DAILY                                    | DAILY      | DAILY      | DAILY      | DAILY      | DAILY       | DAILY      | DAILY      | DAILY      | LEAVE                          | ARRIVE                                   | Yard       | ARRIVE     | LEAVE      | DAILY      | DAILY       | DAILY      | DAILY      | DAILY      | DAILY      | DAILY        | DAILY      | DAILY      |  |  |
| Ex. Sunday                               | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday  | Ex. Sunday | Ex. Sunday | Ex. Sunday | DES MOINES                     | DES MOINES                               | DES MOINES | DES MOINES | DES MOINES | Ex. Sunday | Ex. Sunday  | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday | Ex. Sunday   | Ex. Sunday | Ex. Sunday |  |  |
| 11.15                                    | 11.35      | 11.15      | 11.35      | 11.15      | 11.30       | 11.45      | 11.30      | 11.45      | 11.50                          | 11.50                                    | 11.50      | 11.50      | 11.50      | 11.50      | 11.50       | 11.50      | 11.50      | 11.50      | 11.50      | 11.50        | 11.50      | 11.50      |  |  |
| 11.35                                    | 11.55      | 11.35      | 11.55      | 11.35      | 11.50       | 12.05      | 11.50      | 12.05      | 12.10                          | 12.10                                    | 12.10      | 12.10      | 12.10      | 12.10      | 12.10       | 12.10      | 12.10      | 12.10      | 12.10      | 12.10        | 12.10      | 12.10      |  |  |
| 11.55                                    | 12.15      | 11.55      | 12.15      | 11.55      | 12.10       | 12.25      | 12.10      | 12.25      | 12.30                          | 12.30                                    | 12.30      | 12.30      | 12.30      | 12.30      | 12.30       | 12.30      | 12.30      | 12.30      | 12.30      | 12.30        | 12.30      | 12.30      |  |  |
| 12.00                                    | 12.20      | 12.00      | 12.20      | 12.00      | 12.15       | 12.30      | 12.15      | 12.30      | 12.40                          | 12.40                                    | 12.40      | 12.40      | 12.40      | 12.40      | 12.40       | 12.40      | 12.40      | 12.40      | 12.40      | 12.40        | 12.40      | 12.40      |  |  |
| 12.15                                    | 12.35      | 12.15      | 12.35      | 12.15      | 12.30       | 12.45      | 12.30      | 12.45      | 12.50                          | 12.50                                    | 12.50      | 12.50      | 12.50      | 12.50      | 12.50       | 12.50      | 12.50      | 12.50      | 12.50      | 12.50        | 12.50      | 12.50      |  |  |
| 12.30                                    | 12.50      | 12.30      | 12.50      | 12.30      | 12.45       | 13.00      | 12.45      | 13.00      | 13.10                          | 13.10                                    | 13.10      | 13.10      | 13.10      | 13.10      | 13.10       | 13.10      | 13.10      | 13.10      | 13.10      | 13.10        | 13.10      | 13.10      |  |  |
| 12.45                                    | 13.05      | 12.45      | 13.05      | 12.45      | 12.55       | 13.10      | 12.55      | 13.10      | 13.20                          | 13.20                                    | 13.20      | 13.20      | 13.20      | 13.20      | 13.20       | 13.20      | 13.20      | 13.20      | 13.20      | 13.20        | 13.20      | 13.20      |  |  |
| 12.55                                    | 13.15      | 12.55      | 13.15      | 12.55      | 13.00       | 13.15      | 13.00      | 13.15      | 13.30                          | 13.30                                    | 13.30      | 13.30      | 13.30      | 13.30      | 13.30       | 13.30      | 13.30      | 13.30      | 13.30      | 13.30        | 13.30      | 13.30      |  |  |
| 13.10                                    | 13.30      | 13.10      | 13.30      | 13.10      | 13.05       | 13.20      | 13.05      | 13.20      | 13.40                          | 13.40                                    | 13.40      | 13.40      | 13.40      | 13.40      | 13.40       | 13.40      | 13.40      | 13.40      | 13.40      | 13.40        | 13.40      | 13.40      |  |  |
| 13.25                                    | 13.45      | 13.25      | 13.45      | 13.25      | 13.10       | 13.25      | 13.10      | 13.25      | 13.50                          | 13.50                                    | 13.50      | 13.50      | 13.50      | 13.50      | 13.50       | 13.50      | 13.50      | 13.50      | 13.50      | 13.50        | 13.50      | 13.50      |  |  |
| 13.40                                    | 14.00      | 13.40      | 14.00      | 13.40      | 13.15       | 13.30      | 13.15      | 13.30      | 14.00                          | 14.00                                    | 14.00      | 14.00      | 14.00      | 14.00      | 14.00       | 14.00      | 14.00      | 14.00      | 14.00      | 14.00        | 14.00      | 14.00      |  |  |
| 13.55                                    | 14.15      | 13.55      | 14.15      | 13.55      | 13.20       | 13.35      | 13.20      | 13.35      | 14.10                          | 14.10                                    | 14.10      | 14.10      | 14.10      | 14.10      | 14.10       | 14.10      | 14.10      | 14.10      | 14.10      | 14.10        | 14.10      | 14.10      |  |  |
| 14.10                                    | 14.30      | 14.10      | 14.30      | 14.10      | 13.25       | 13.40      | 13.25      | 13.40      | 14.20                          | 14.20                                    | 14.20      | 14.20      | 14.20      | 14.20      | 14.20       | 14.20      | 14.20      | 14.20      | 14.20      | 14.20        | 14.20      | 14.20      |  |  |
| 14.25                                    | 14.45      | 14.25      | 14.45      | 14.25      | 13.30       | 13.45      | 13.30      | 13.45      | 14.30                          | 14.30                                    | 14.30      | 14.30      | 14.30      | 14.30      | 14.30       | 14.30      | 14.30      | 14.30      | 14.30      | 14.30        | 14.30      | 14.30      |  |  |
| 14.40                                    | 15.00      | 14.40      | 15.00      | 14.40      | 13.35       | 13.50      | 13.35      | 13.50      | 14.40                          | 14.40                                    | 14.40      | 14.40      | 14.40      | 14.40      | 14.40       | 14.40      | 14.40      | 14.40      | 14.40      | 14.40        | 14.40      | 14.40      |  |  |
| 14.55                                    | 15.15      | 14.55      | 15.15      | 14.55      | 13.40       | 13.55      | 13.40      | 13.55      | 14.50                          | 14.50                                    | 14.50      | 14.50      | 14.50      | 14.50      | 14.50       | 14.50      | 14.50      | 14.50      | 14.50      | 14.50        | 14.50      | 14.50      |  |  |
| 15.10                                    | 15.30      | 15.10      | 15.30      | 15.10      | 13.45       | 14.00      | 13.45      | 14.00      | 15.00                          | 15.00                                    | 15.00      | 15.00      | 15.00      | 15.00      | 15.00       | 15.00      | 15.00      | 15.00      | 15.00      | 15.00        | 15.00      | 15.00      |  |  |
| 15.25                                    | 15.45      | 15.25      | 15.45      | 15.25      | 13.50       | 14.05      | 13.50      | 14.05      | 15.10                          | 15.10                                    | 15.10      | 15.10      | 15.10      | 15.10      | 15.10       | 15.10      | 15.10      | 15.10      | 15.10      | 15.10        | 15.10      | 15.10      |  |  |
| 15.40                                    | 16.00      | 15.40      | 16.00      | 15.40      | 13.55       | 14.10      | 13.55      | 14.10      | 15.20                          | 15.20                                    | 15.20      | 15.20      | 15.20      | 15.20      | 15.20       | 15.20      | 15.20      | 15.20      | 15.20      | 15.20        | 15.20      | 15.20      |  |  |
| 15.55                                    | 16.15      | 15.55      | 16.15      | 15.55      | 14.00       | 14.15      | 14.00      | 14.15      | 15.30                          | 15.30                                    | 15.30      | 15.30      | 15.30      | 15.30      | 15.30       | 15.30      | 15.30      | 15.30      | 15.30      | 15.30        | 15.30      | 15.30      |  |  |
| 16.10                                    | 16.30      | 16.10      | 16.30      | 16.10      | 14.05       | 14.20      | 14.05      | 14.20      | 15.40                          | 15.40                                    | 15.40      | 15.40      | 15.40      | 15.40      | 15.40       | 15.40      | 15.40      | 15.40      | 15.40      | 15.40        | 15.40      | 15.40      |  |  |
| 16.25                                    | 16.45      | 16.25      | 16.45      | 16.25      | 14.10       | 14.25      | 14.10      | 14.25      | 15.50                          | 15.50                                    | 15.50      | 15.50      | 15.50      | 15.50      | 15.50       | 15.50      | 15.50      | 15.50      | 15.50      | 15.50        | 15.50      | 15.50      |  |  |
| 16.40                                    | 17.00      | 16.40      | 17.00      | 16.40      | 14.15       | 14.30      | 14.15      | 14.30      | 16.00                          | 16.00                                    | 16.00      | 16.00      | 16.00      | 16.00      | 16.00       | 16.00      | 16.00      | 16.00      | 16.00      | 16.00        | 16.00      | 16.00      |  |  |
| 16.55                                    | 17.15      | 16.55      | 17.15      | 16.55      | 14.20       | 14.35      | 14.20      | 14.35      | 16.10                          | 16.10                                    | 16.10      | 16.10      | 16.10      | 16.10      | 16.10       | 16.10      | 16.10      | 16.10      | 16.10      | 16.10        | 16.10      | 16.10      |  |  |
| 17.10                                    | 17.30      | 17.10      | 17.30      | 17.10      | 14.25       | 14.40      | 14.25      | 14.40      | 16.20                          | 16.20                                    | 16.20      | 16.20      | 16.20      | 16.20      | 16.20       | 16.20      | 16.20      | 16.20      | 16.20      | 16.20        | 16.20      | 16.20      |  |  |
| 17.25                                    | 17.45      | 17.25      | 17.45      | 17.25      | 14.30       | 14.45      | 14.30      | 14.45      | 16.30                          | 16.30                                    | 16.30      | 16.30      | 16.30      | 16.30      | 16.30       | 16.30      | 16.30      | 16.30      | 16.30      | 16.30        | 16.30      | 16.30      |  |  |
| 17.40                                    | 18.00      | 17.40      | 18.00      | 17.40      | 14.35       | 14.50      | 14.35      | 14.50      | 16.40                          | 16.40                                    | 16.40      | 16.40      | 16.40      | 16.40      | 16.40       | 16.40      | 16.40      | 16.40      | 16.40      | 16.40        | 16.40      | 16.40      |  |  |
| 17.55                                    | 18.15      | 17.55      | 18.15      | 17.55      | 14.40       | 14.55      | 14.40      | 14.55      | 16.50                          | 16.50                                    | 16.50      | 16.50      | 16.50      | 16.50      | 16.50       | 16.50      | 16.50      | 16.50      | 16.50      | 16.50        | 16.50      | 16.50      |  |  |
| 18.10                                    | 18.30      | 18.10      | 18.30      | 18.10      | 14.45       | 15.00      | 14.45      | 15.00      | 17.00                          | 17.00                                    | 17.00      | 17.00      | 17.00      | 17.00      | 17.00       | 17.00      | 17.00      | 17.00      | 17.00      | 17.00        | 17.00      | 17.00      |  |  |
| 18.25                                    | 18.45      | 18.25      | 18.45      | 18.25      | 14.50       | 15.05      | 14.50      | 15.05      | 17.10                          | 17.10                                    | 17.10      | 17.10      | 17.10      | 17.10      | 17.10       | 17.10      | 17.10      | 17.10      | 17.10      | 17.10        | 17.10      | 17.10      |  |  |
| 18.40                                    | 19.00      | 18.40      | 19.00      | 18.40      | 14.55       | 15.10      | 14.55      | 15.10      | 17.20                          | 17.20                                    | 17.20      | 17.20      | 17.20      | 17.20      | 17.20       | 17.20      | 17.20      | 17.20      | 17.20      | 17.20        | 17.20      | 17.20      |  |  |
| 18.55                                    | 19.15      | 18.55      | 19.15      | 18.55      | 15.00       | 15.15      | 15.00      | 15.15      | 17.30                          | 17.30                                    | 17.30      | 17.30      | 17.30      | 17.30      | 17.30       | 17.30      | 17.30      | 17.30      | 17.30      | 17.30        | 17.30      | 17.30      |  |  |
| 19.10                                    | 19.30      | 19.10      | 19.30      | 19.10      | 15.05       | 15.20      | 15.05      | 15.20      | 17.40                          | 17.40                                    | 17.40      | 17.40      | 17.40      | 17.40      | 17.40       | 17.40      | 17.40      | 17.40      | 17.40      | 17.40        | 17.40      | 17.40      |  |  |
| 19.25                                    | 19.45      | 19.25      | 19.45      | 19.25      | 15.10       | 15.25      | 15.10      | 15.25      | 17.50                          | 17.50                                    | 17.50      | 17.50      | 17.50      | 17.50      | 17.50       | 17.50      | 17.50      | 17.50      | 17.50      | 17.50        | 17.50      | 17.50      |  |  |
| 19.40                                    | 20.00      | 19.40      | 20.00      | 19.40      | 15.15       | 15.30      | 15.15      | 15.30      | 18.00                          | 18.00                                    | 18.00      | 18.00      | 18.00      | 18.00      | 18.00       | 18.00      | 18.00      | 18.00      | 18.00      | 18.00        | 18.00      | 18.00      |  |  |
| 19.55                                    | 20.15      | 19.55      | 20.15      | 19.55      | 15.20       | 15.35      | 15.20      | 15.35      | 18.10                          | 18.10                                    | 18.10      | 18.10      | 18.10      | 18.10      | 18.10       | 18.10      | 18.10      | 18.10      | 18.10      | 18.10        | 18.10      | 18.10      |  |  |
| 20.10                                    | 20.30      | 20.10      | 20.30      | 20.10      | 15.25       | 15.40      | 15.25      | 15.40      | 18.20                          | 18.20                                    | 18.20      | 18.20      | 18.20      | 18.20      | 18.20       | 18.20      | 18.20      | 18.20      | 18.20      | 18.20        | 18.20      | 18.20      |  |  |
| 20.25                                    | 20.45      | 20.25      | 20.45      | 20.25      | 15.30       | 15.45      | 15.30      | 15.45      | 18.30                          | 18.30                                    | 18.30      | 18.30      | 18.30      | 18.30      | 18.30       | 18.30      | 18.30      | 18.30      | 18.30      | 18.30        | 18.30      | 18.30      |  |  |
| 20.40                                    | 21.00      | 20.40      | 21.00      | 20.40      | 15.35       | 15.50      | 15.35      | 15.50      | 18.40                          | 18.40                                    | 18.40      | 18.40      | 18.40      | 18.40      | 18.40       | 18.40      | 18.40      | 18.40      | 18.40      | 18.40        | 18.40      | 18.40      |  |  |
| 20.55                                    | 21.15      | 20.55      | 21.15      | 20.55      | 15.40       | 15.55      | 15.40      | 15.55      | 18.50                          | 18.50                                    | 18.50      | 18.50      | 18.50      | 18.50      | 18.50       | 18.50      | 18.50      | 18.50      | 18.50      | 18.50        | 18.50      | 18.50      |  |  |
| 21.10                                    | 21.30      | 21.10      | 21.30      | 21.10      | 15.45       | 16.00      | 15.45      | 16.00      | 19.00                          | 19.00                                    | 19.00      | 19.00      | 19.00      | 19.00      | 19.00       | 19.00      | 19.00      | 19.00      | 19.00      | 19.00        | 19.00      | 19.00      |  |  |
| 21.25                                    | 21.45      | 21.25      | 21.45      | 21.25      | 15.50       | 16.05      | 15.50      | 16.05      | 19.10                          | 19.10                                    | 19.10      | 19.10      | 19.10      | 19.10      | 19.10       | 19.10      | 19.10      | 19.10      | 19.10      | 19.10        | 19.10      | 19.10      |  |  |
| 21.40                                    | 22.00      | 21.40      | 22.00      | 21.40      | 15.55       | 16.10      | 15.55      | 16.10      | 19.20                          | 19.20                                    | 19.20      | 19.20      | 19.20      | 19.20      | 19.20       | 19.20      | 19.20      | 19.20      | 19.20      | 19.20        | 19.20      | 19.20      |  |  |
| 21.55                                    | 22.15      | 21.55      | 22.15      | 21.55      | 16.00       | 16.15      | 16.00      | 16.15      | 19.30                          | 19.30                                    | 19.30      | 19.30      | 19.30      | 19.30      | 19.30       | 19.30      | 19.30      | 19.30      | 19.30      | 19.30        | 19.30      | 19.30      |  |  |
| 22.10                                    | 22.30      | 22.10      | 22.30      | 22.10      | 16.05       | 16.20      | 16.05      | 16.20      | 19.40                          | 19.40                                    | 19.40      | 19.40      | 19.40      | 19.40      | 19.40       | 19.40      | 19.40      | 19.40      | 19.40      | 19.40        | 19.40      | 19.40      |  |  |
| 22.25                                    | 22.45      | 22.25      | 22.45      | 22.25      | 16.10       | 16.25      | 16.10      | 16.25      | 19.50                          | 19.50                                    | 19.50      | 19.50      | 19.50      | 19.50      | 19.50       | 19.50      | 19.50      | 19.50      | 19.50      | 19.50        | 19.50      | 19.50      |  |  |
| 22.40                                    | 23.00      | 22.40      | 23.00      | 22.40      | 16.15       | 16.30      | 16.15      | 16.30      | 20.00                          |                                          |            |            |            |            |             |            |            |            |            |              |            |            |  |  |

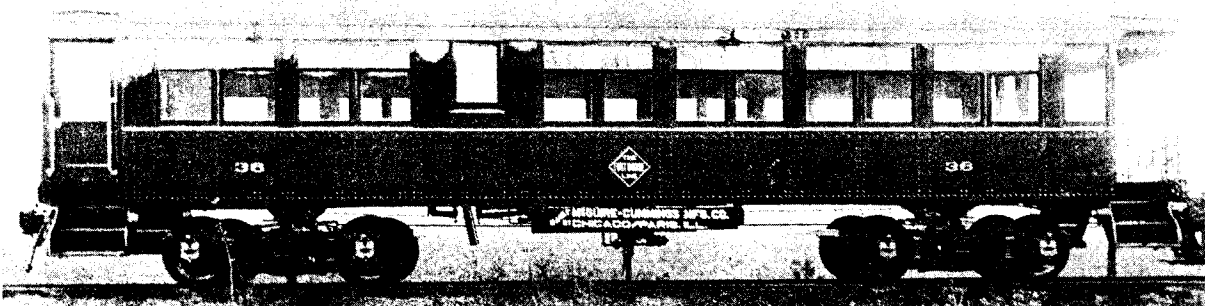
BN



BN



The Fort Dodge Line observation cars were rarely photographed, only the one action scene at the Rock Island station having come to light. The car above, thought perhaps to be car 38, was built by Jewett at Newark, Ohio, while the newer #36 was a McGuire-Cummings product.



1 2 2

GK

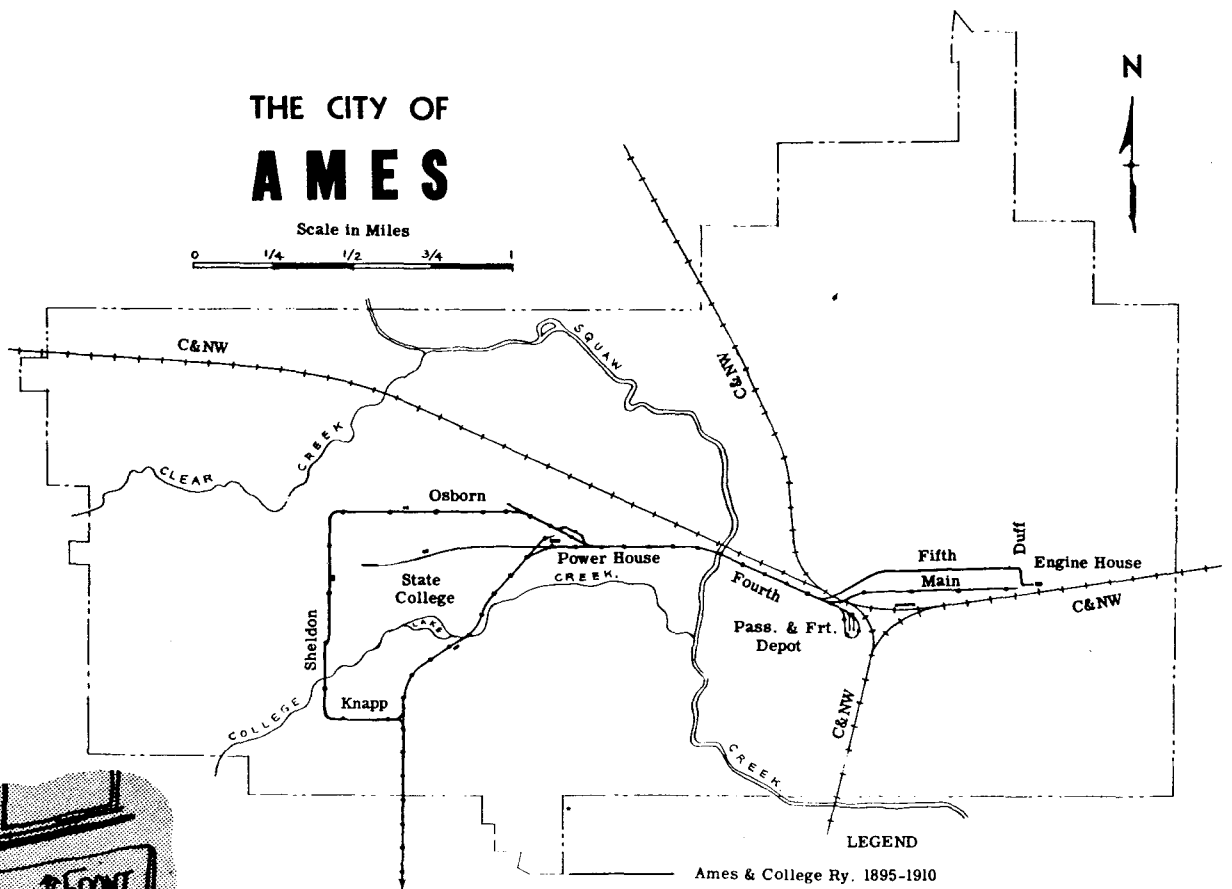
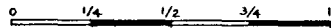


Ft. Dodge Des Moines & Southern Cars—Floor Plan, Elevation and Section.

Roster of equipment appears at top of page 145.

# THE CITY OF AMES

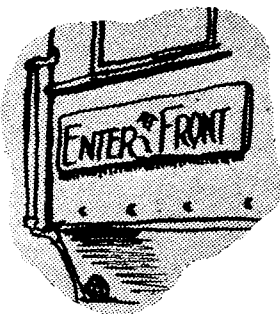
Scale in Miles



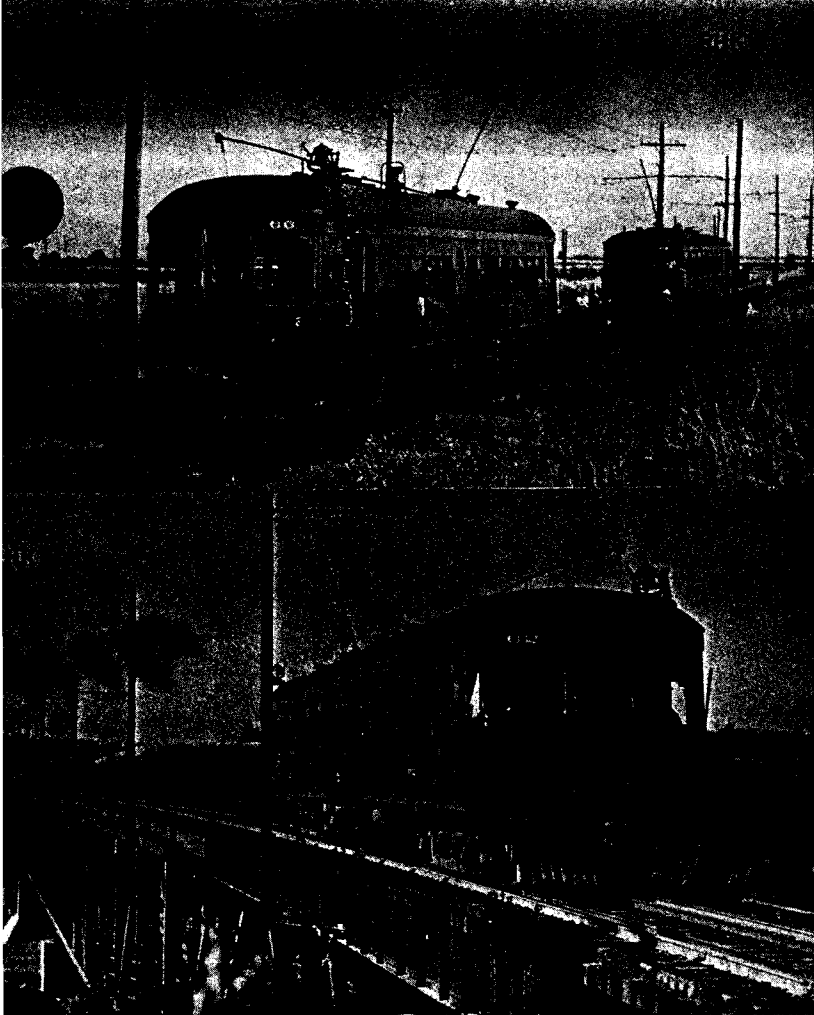
### LEGEND

- Ames & College Ry. 1895-1910
- Ft. Dodge Des Moines & Southern RR 1910-1930
- - - Ft. Dodge Des Moines & Southern RR Existing Trackage
- Stations

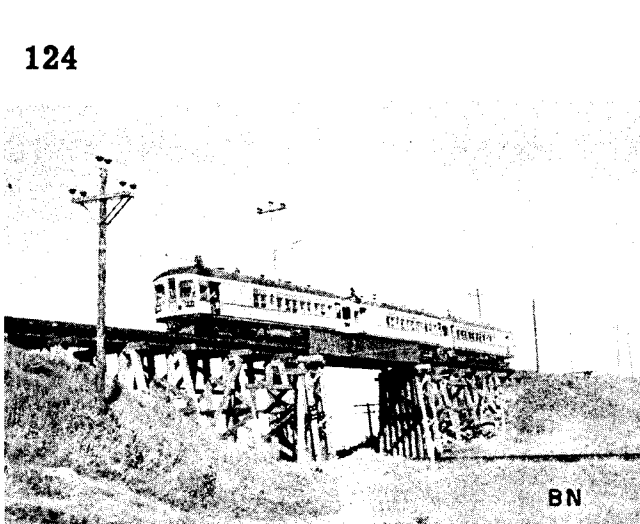
Data by G. Ericksen  
 Drawn by M. Zink







Several bridges and winding trackage in wooded gullies enlivened what would have otherwise been a rather flat straight trip thru Iowa cornfields. Street scene below is at the 2nd & Grand station in downtown Des Moines in 1937.

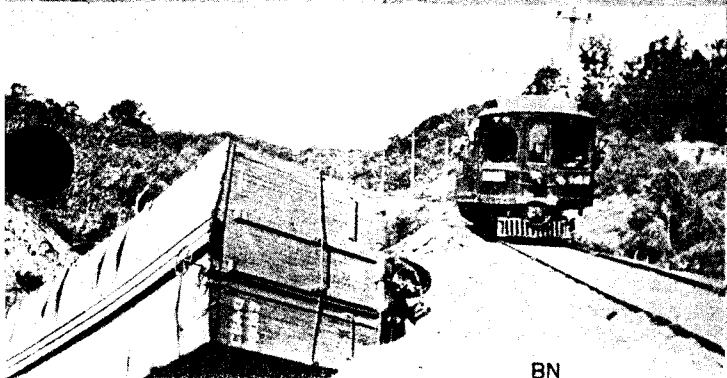


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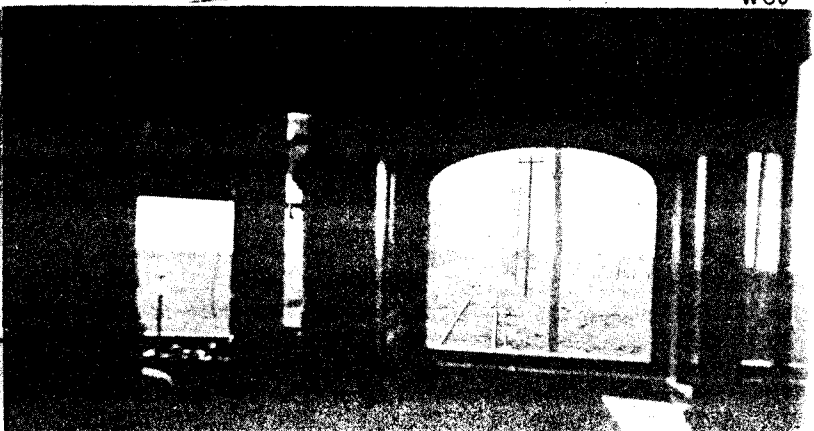


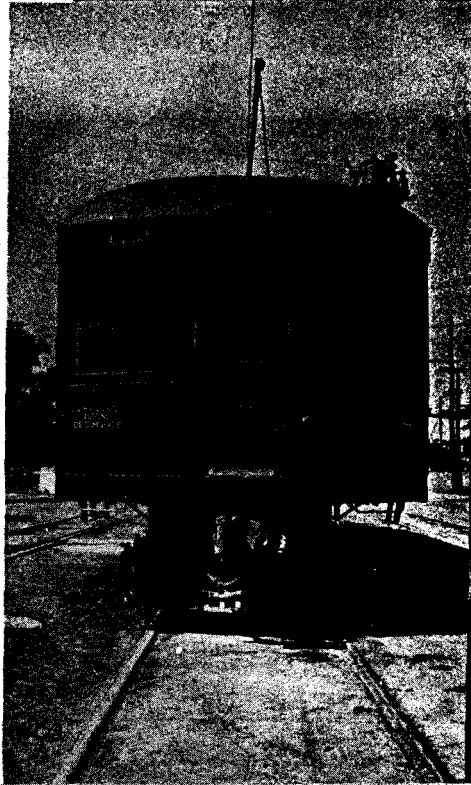
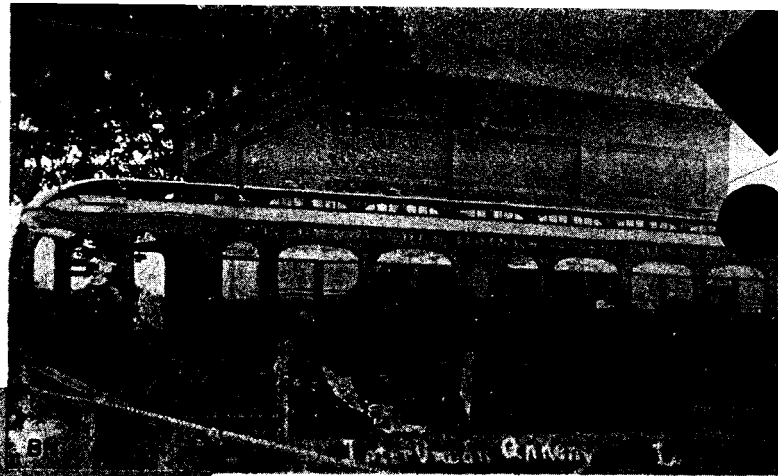
RVM

WCJ

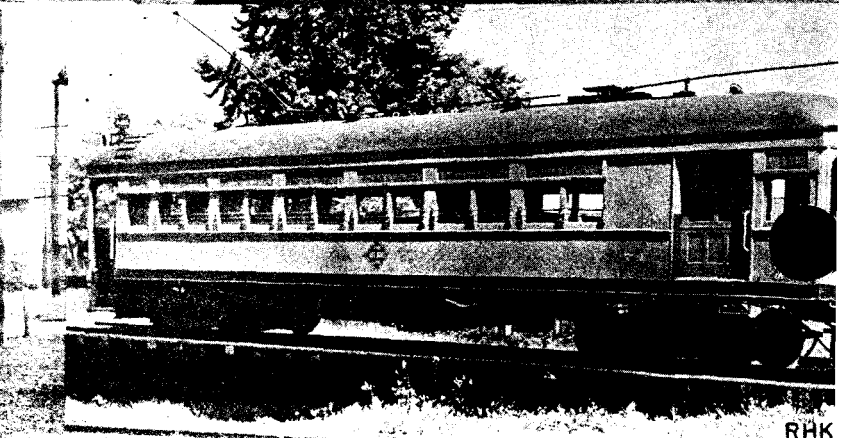
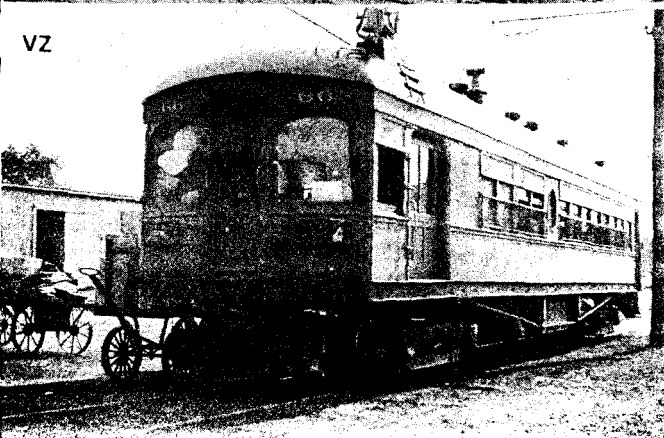
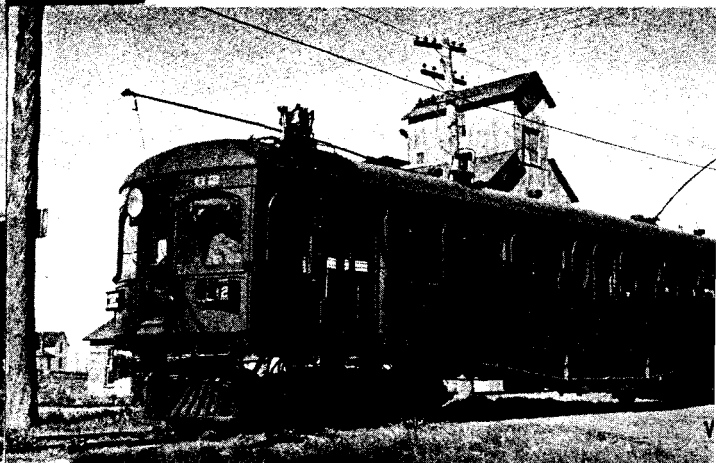
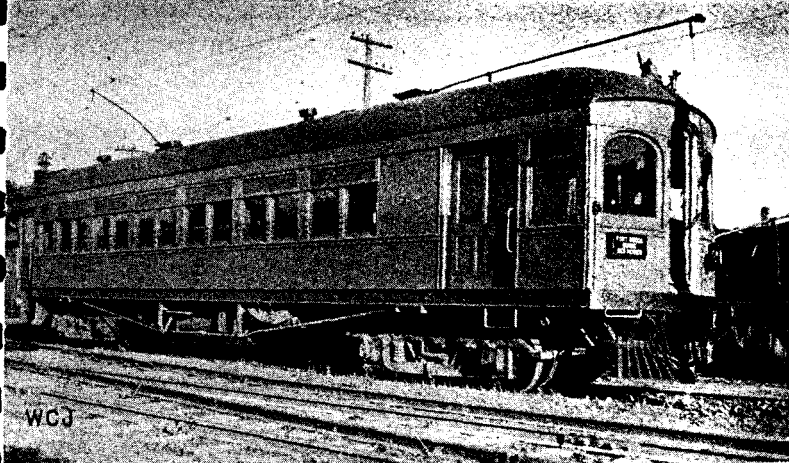


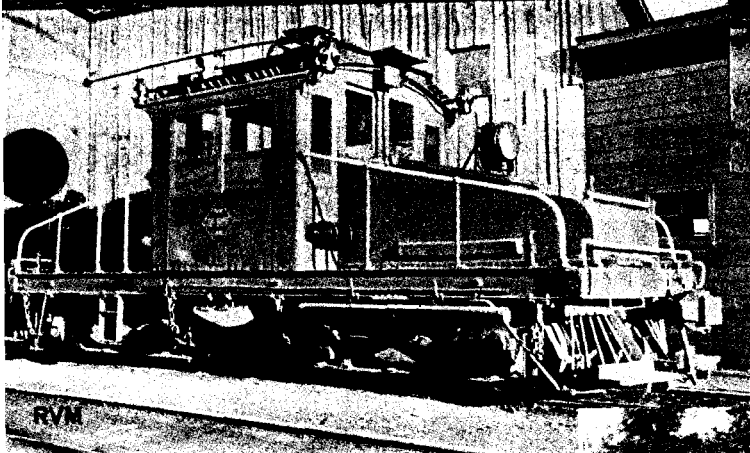
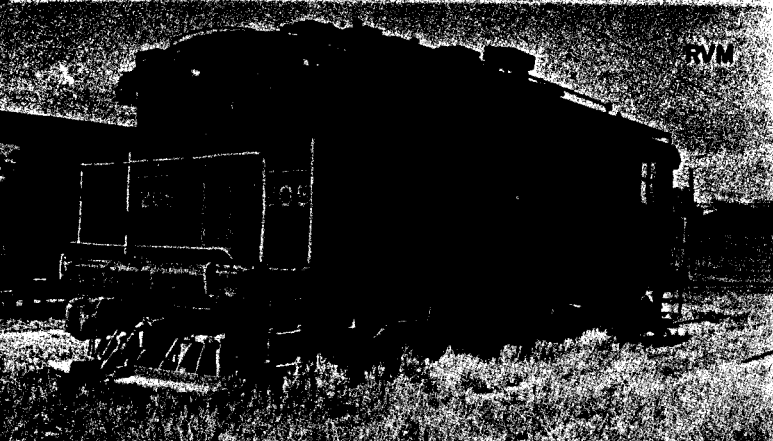
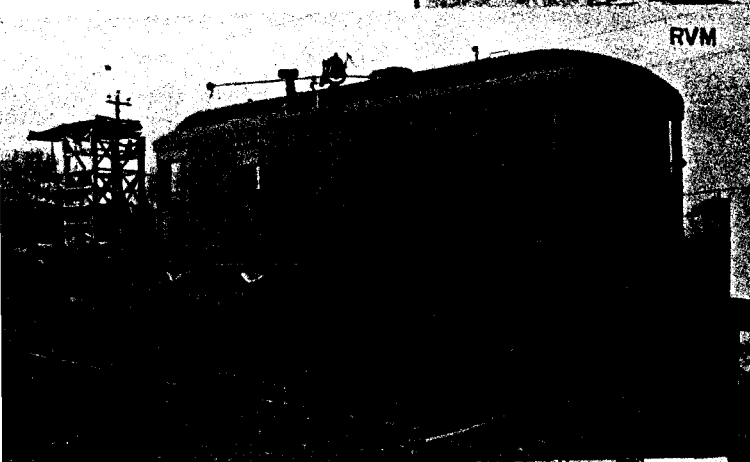
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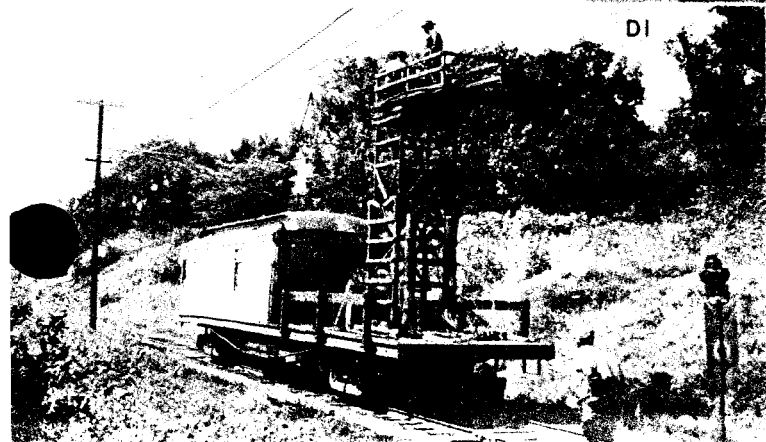
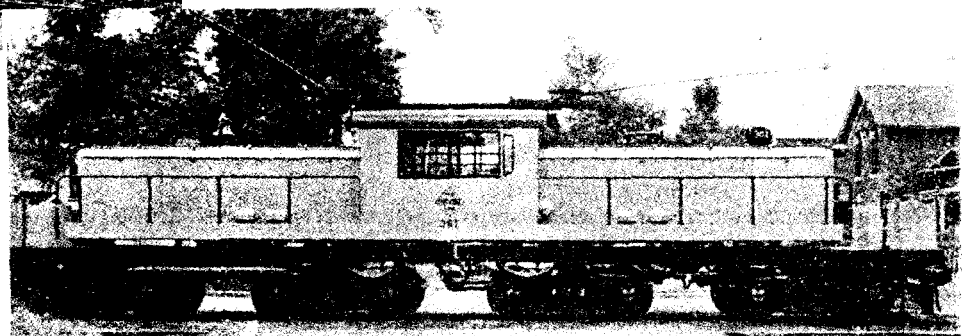


Above car 70 is shown in an early postcard, still carrying its original 600 volt equipment..Nowhere is the 62's width more noticeable than in a head-on portrait (see left)..The fleet gradually dwindled down to four or five usable cars..Window screens or bars disappeared with the elimination of street operation in Des Moines and Fort Dodge... The dull box-car red paint job of the '30s gave way to a brilliant canary yellow in the postwar





Box motor 84 of the original order became a line car and all freight was then handled by electric locomotives.



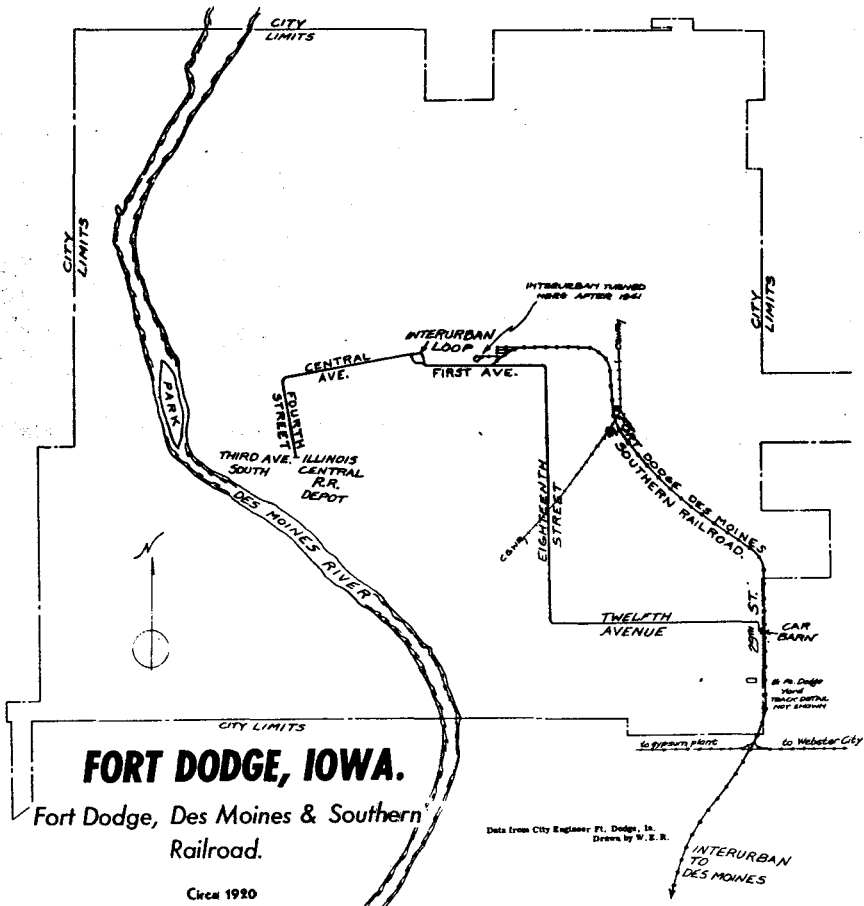
Most imposing of the engines was the 360-class, purchased from Oregon Electric Railway, where they were 60-class. These four-truckers were built at OE shops from old passenger car trucks and motors.



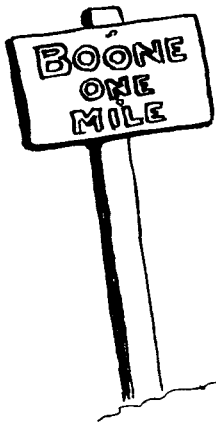


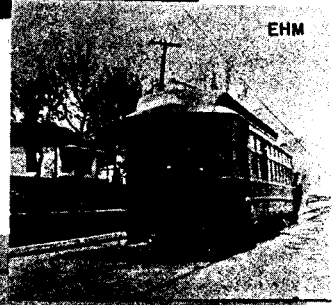
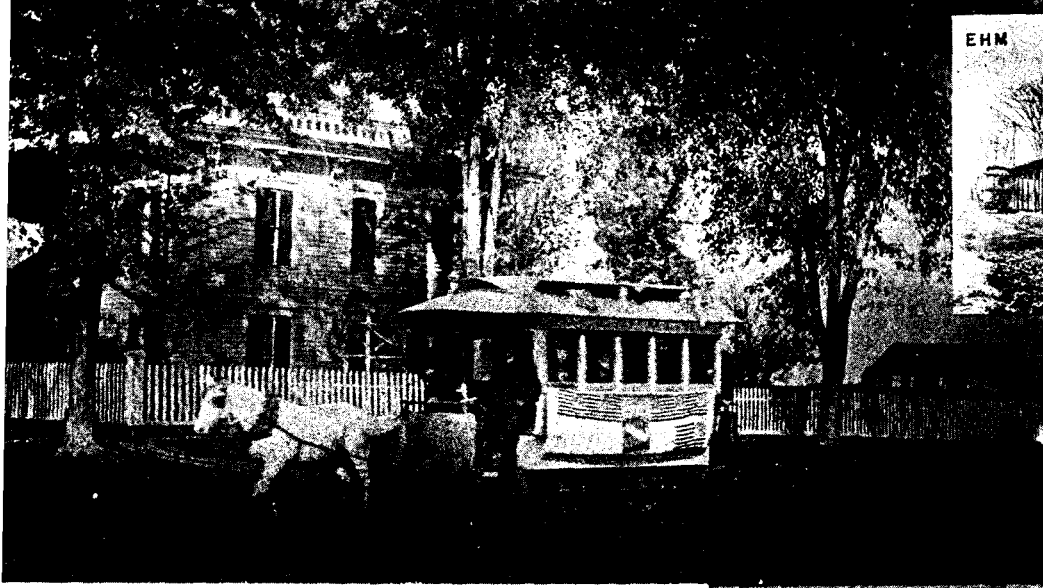
BN

Fort Dodge city car  
poses in official  
builders' photo at  
American Car Company



At right: Ames & College  
Railway scene with local  
car .





**BOONE ELECTRIC RAILWAY**  
REVISED JULY 1910

| Line                  | Direction | Time  |
|-----------------------|-----------|-------|
| CITY LINE - (Boone)   | A.M.      | 6:40  |
|                       |           | 7:20  |
|                       |           | 8:00  |
|                       |           | 8:40  |
|                       |           | 9:20  |
|                       |           | 10:00 |
|                       | P.M.      | 10:40 |
|                       |           | 11:20 |
|                       |           | 12:00 |
|                       |           | 12:40 |
|                       |           | 1:20  |
|                       |           | 2:00  |
| CITY LINE - (Chicago) | A.M.      | 6:40  |
|                       |           | 7:20  |
|                       |           | 8:00  |
|                       |           | 8:40  |
|                       |           | 9:20  |
|                       |           | 10:00 |
|                       | P.M.      | 10:40 |
|                       |           | 11:20 |
|                       |           | 12:00 |
|                       |           | 12:40 |
|                       |           | 1:20  |
|                       |           | 2:00  |
| SUBU                  | A.M.      | 6:40  |
|                       |           | 7:20  |
|                       |           | 8:00  |
|                       |           | 8:40  |
|                       |           | 9:20  |
|                       |           | 10:00 |
|                       | P.M.      | 10:40 |
|                       |           | 11:20 |
|                       |           | 12:00 |
|                       |           | 12:40 |
|                       |           | 1:20  |
|                       |           | 2:00  |



**BOONE:**

In 1883 the Boone & Boonesboro Street Railway Company built a narrow gage horse car line to replace the stage line between the Court House Square in Boonesboro and the Chicago & North Western Railway depot in Boone. Two one-horse cars were built in St. Louis for \$800. They were ornately painted but seated only ten passengers each. In 1895 the line was changed to standard gage and two-horse cars were acquired. Electric operation began November 14, 1897.

An area of coal mining about 3 miles west of Boonesboro, along the Des Moines River, developed into communities known as Shepardstown, Logansport and Incline. Transportation was by wagon or hitching a ride on a freight train until 1885 when a steam dummy line was built out of Boonesboro. Due to lack of patronage, partly due to not being permitted to come into Boone, the line lasted only about a year

In 1899, L. W. Reynolds, one of the owners of the Boone electric line, organized the Boone Suburban Railway as a private venture. It was built thru the brick plant and coal mining areas to an amusement park known as Pilchers Park. In 1900 it was extended to Whitcombs Park on the Des Moines River and in 1901 a second extension was built to the C&NWRy viaduct then under construction over the river. This latter extension was taken up after a few years when the novelty of "rubber-necking" at the C&NW structure (a handsome sight to this day) wore off.

The Iowa Electric Light & Power Company acquired the property after Reynolds' death and at about this time an extension was built east on 5th Street to serve the new C&NW shops.

Shortly after World War I the Shepardstown suburban line was abandoned and in a surprise move in 1934, the power company petitioned the city council to abandon the remainder. Service ended on the evening of May 19, 1934.



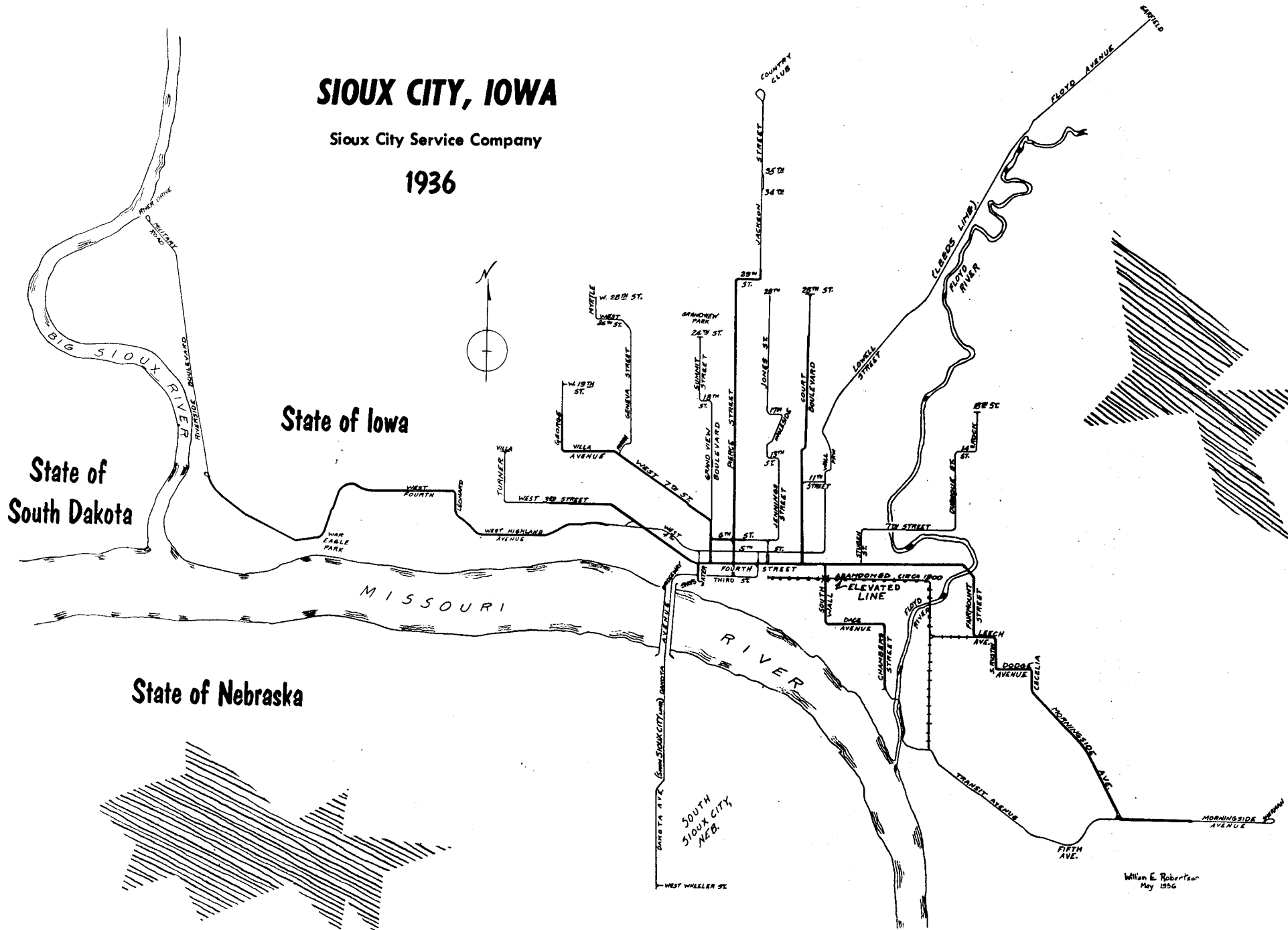




# SIoux CITY, IOWA

Sioux City Service Company

1936



## SIoux CITY

(Condensed from a history by Peter E. Kocan)

The transit history of Sioux City is unique in the number of forms of rail transit that have been operated: service has been given by horse car, cable car, steam dummy, and electric trolley car and the city for a time even boasted an elevated railway with first steam and later, electric power. All these have now bowed to the motor bus and private automobile.

The physical layout of the city has greatly influenced its transit history. The small area in which the business center is located is the only level area; north and west the city is entirely on hills. To the east is the valley of the Floyd River, containing marshes, stock yards and railroad yards. A large part of the city is rural in character and two areas, Leeds and Riverside, are virtually independent communities. The lines serving them were examples of "interurbans within city limits".

The Sioux City Street Railway Company opened a 4 ft.-gauge mule car line on July 4, 1884 with five cars. Rails were spiked on ties lying on the surface of the street and planks were laid between the ties for the mules to walk upon. As the system was expanded it was found necessary to station spare mules (or horses) at the bottom of many of the steeper grades to help pull the cars.

It was probably because of the hills that the company decided to electrify the system and in October 1889 a contract was signed with the Sprague Electric Company to perform this work on its 14½ miles of line. Electric operation began on Easter Sunday, April 6, 1890. Fifty new 16 ft. Pullman cars were bought for \$1500 each. About half of these cars had only one motor; the remainder had two. The original return circuit was a wire buried in the paving; conventional rail bonding following later.

Along with one man cars, the company used fare boxes, rear-view mirrors and tear-off transfers, all features that did not appear generally elsewhere for many years.

New lines were added as needed. One of these was a line on South 3rd Street to the Missouri River Bridge, where it connected with the South Sioux City Traction Company, which had been running one mule car since 1895. The operation into Nebraska was eventually electrified and integrated into the Sioux City system. Meantime, the system passed thru a receivership and emerged as the Sioux City Traction Company.

During this same period a group of promoters conceived the idea of an elevated railroad to provide transportation to a new real estate development called Morningside, south east of the city. A street car line would have been handicapped in crossing the valley with its many stock yards and railroad crossings, so, in 1888, the Sioux City Rapid Transit Company was organized to build an elevated railroad.

The line had two divisions: an elevated from downtown to the east bank of the Floyd River and a surface line from there to a terminus in East Morningside. The surface portion was built first,

opening on September 13, 1888 as a single-track line. One steam locomotive pulling two coach operated five round trips per day. Opening of new street car line between downtown and east bank of the river brought traffic increase that resulted in hourly service.

Building of the elevated division began in April 1890. Iron truss bridges were built to cross the river and the Milwaukee Road tracks. The "L" tracks were 22 ft. above the surface, supported on a structure 18 ft. in width with supports on 40 ft. centers. Two new 2-4-0 type locomotives with four new coaches painted bright red were acquired. Anthracite coal was burned to meet the city smoke control ordinance.

The first train left Leech St. station at 3:00 P. M. April 16, 1891 for Morningside and a few days later regular half-hourly service was established.

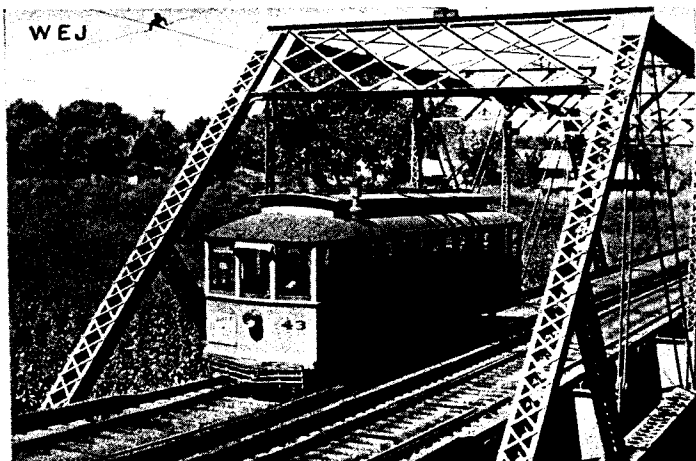
In the spring of 1892 the "L" proved its worth in an unexpected way. The Floyd overflowed its banks and inundated the lowlands on both sides rising so rapidly that the people in the area had no time to escape to high ground. Their only salvation was to climb the "L" and ride rescue trains to Jones Street.

It had originally been intended to replace the locomotives with battery cars. However, the showing of storage battery installations on street railways elsewhere and the success of the overhead trolley system led the company to choose the latter method, purchasing power from the local power company. Five double-truck, double-end two-motored cars with railroad roof were bought from the Northern Car Company of Minneapolis and electric operation began in 1893, the first electrified elevated railway in the world.

The boom that had nurtured the elevated railway collapsed with the panic of 1893 and the "L" was soon in financial trouble. Operation of cars on a half-hour headway with 5¢ fare could no longer meet expenses, especially since each purchaser of a lot in Morningside got a free pass on the "L" good for himself and his family for one year. Things got so bad that in February 1895 the line was sold to the highest bidder for only \$50,000, one-tenth of its cost.

The new company, known as the Sioux City Elevated Railway Company, was able to build a second surface route from the east end of the structure via Leech Street to Peters Park and began operating a 15-minute headway on the "L". In 1896 a single-track ramp was added to the west end of the structure and cars began operating into the downtown business district over the city streets.

All Sioux City transit operations were consolidated in 1899. Altho the "L" continued operating for a few more years, service ended sometime between July 1901 and the end of 1903. The structure was dismantled bit by bit over the years, the bridge over the Milwaukee tracks remaining until shortly before World War II. The five electric cars were used in city service for a few years but were regarded as too heavy and too power-hungry.

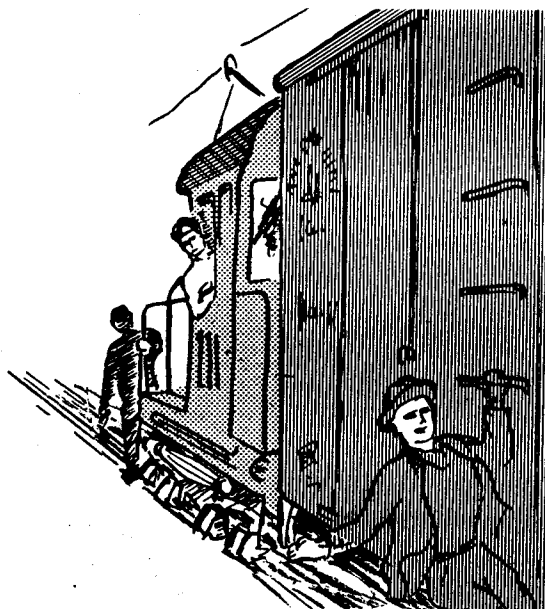


Between 1889 and 1895 the only cable railway ever to exist in Iowa operated from downtown on Jackson Street over a single route. A powerhouse at 29th & Jackson handled the cable for this line and for a later extension on to 39th Street. The downtown terminus at 3rd & Water was the scene of some fancy cable railroading as the trailer was shifted around the grip car. As the train approached, the gripman had to drop the cable to pass over the double crossover at the full 9 MPH cable speed, all the while clanging furiously on the gong. The conductor meanwhile was hanging precariously on the front of the trailer. The switch was set for the grip car to take the crossover. At the propitious moment, the conductor pulled the pin to uncouple the trailer, alighted and dashed ahead to throw the switch to shunt the trailer into the straight track, and then re-boarded the trailer and wound up the hand brake to spot it alongside the grip car.

The remainder of the layover was spent in reorganizing the train. To start the trailer, a rope was hitched across from the grip car so that it could pull the sinker thru the other crossover into position for coupling at the rear of the grip. This type of operation, not always successful on the first try, commanded the princely wage of 17¢ per hour.

The novelty of cable operation soon wore off, leaving behind the fantastic costs and woes of paralleling electric lines finally forced electrification and toward the end of 1895 overhead was installed. Four 16 ft. Laclède cars took over.

A line built to Highland Park originally operated by steam dummy (a small, light engine that



was supposed to look like a car so it wouldn't frighten horses or annoy the neighbors). This, too, was electrified at an early date. A second "interurban within city limits" was the line to the Leeds district northeast of the city.

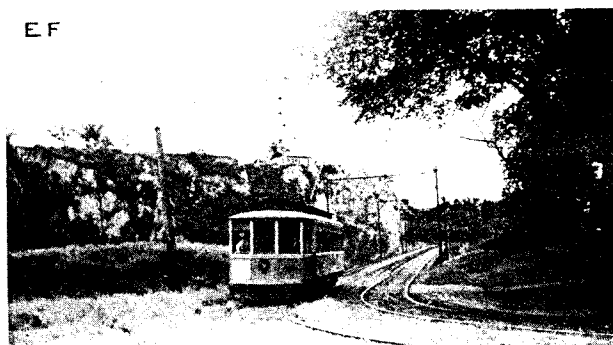
On June 1, 1899 all five properties were consolidated into the Sioux City Traction Company. Immediately work began on widening the 4 ft. gage of the former Sioux City Street Railway lines to 4'-8½", the conversion taking about a year to complete. A number of narrow gage cars were retained. The bodies of two of the open trailers were spliced together and given motorized trucks, becoming known as the "long greens". They survived until the 1920s.

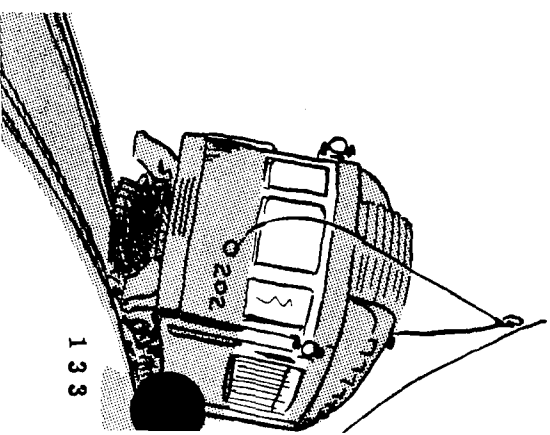
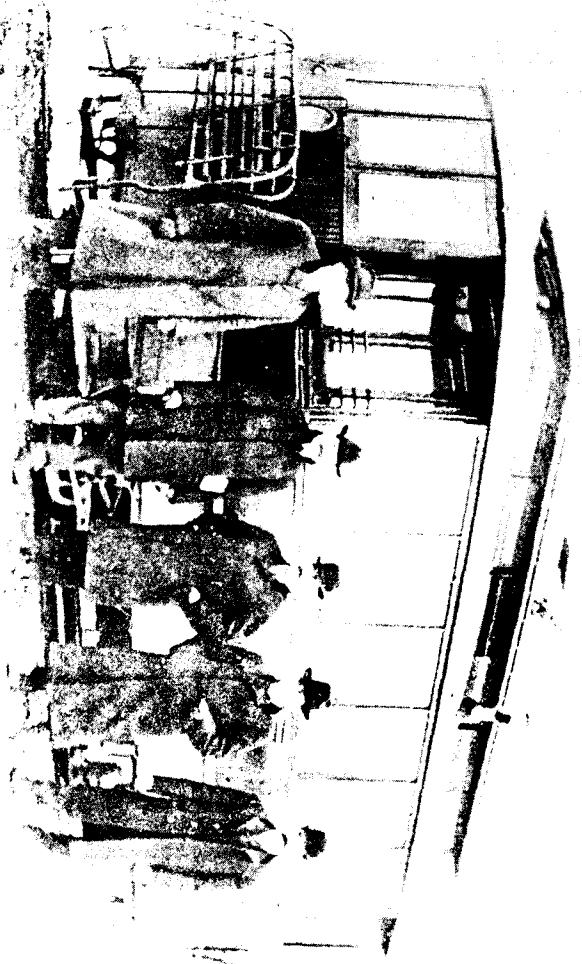
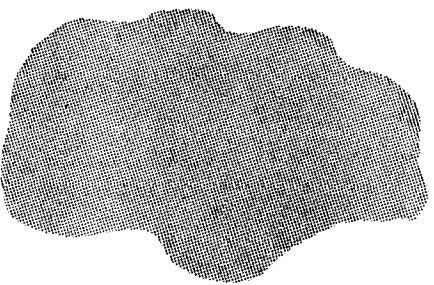
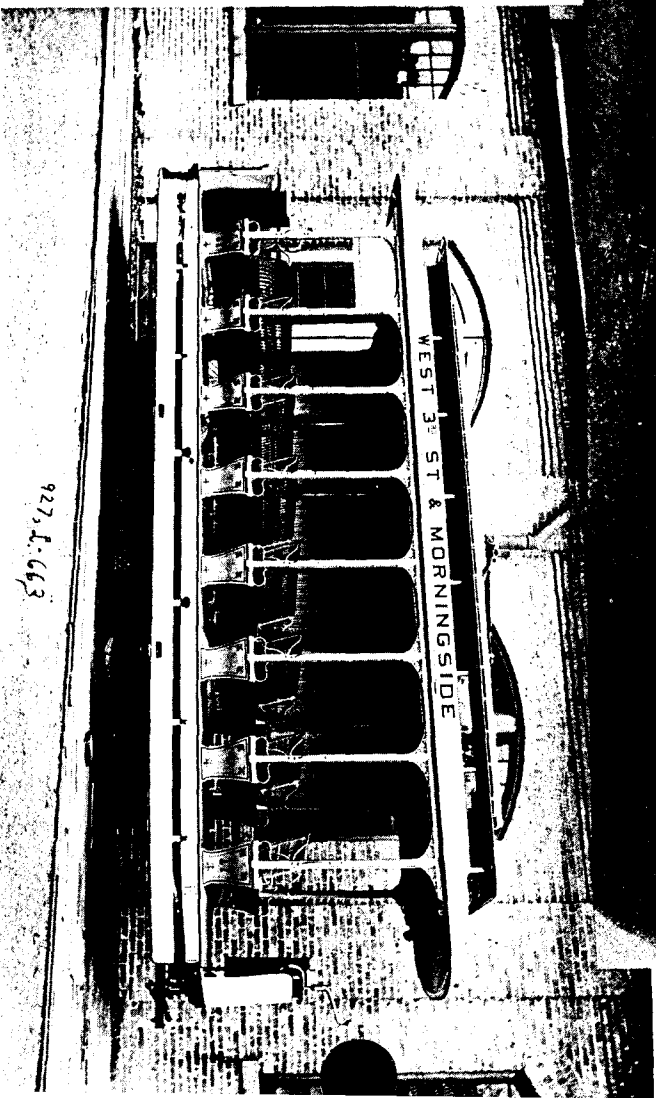
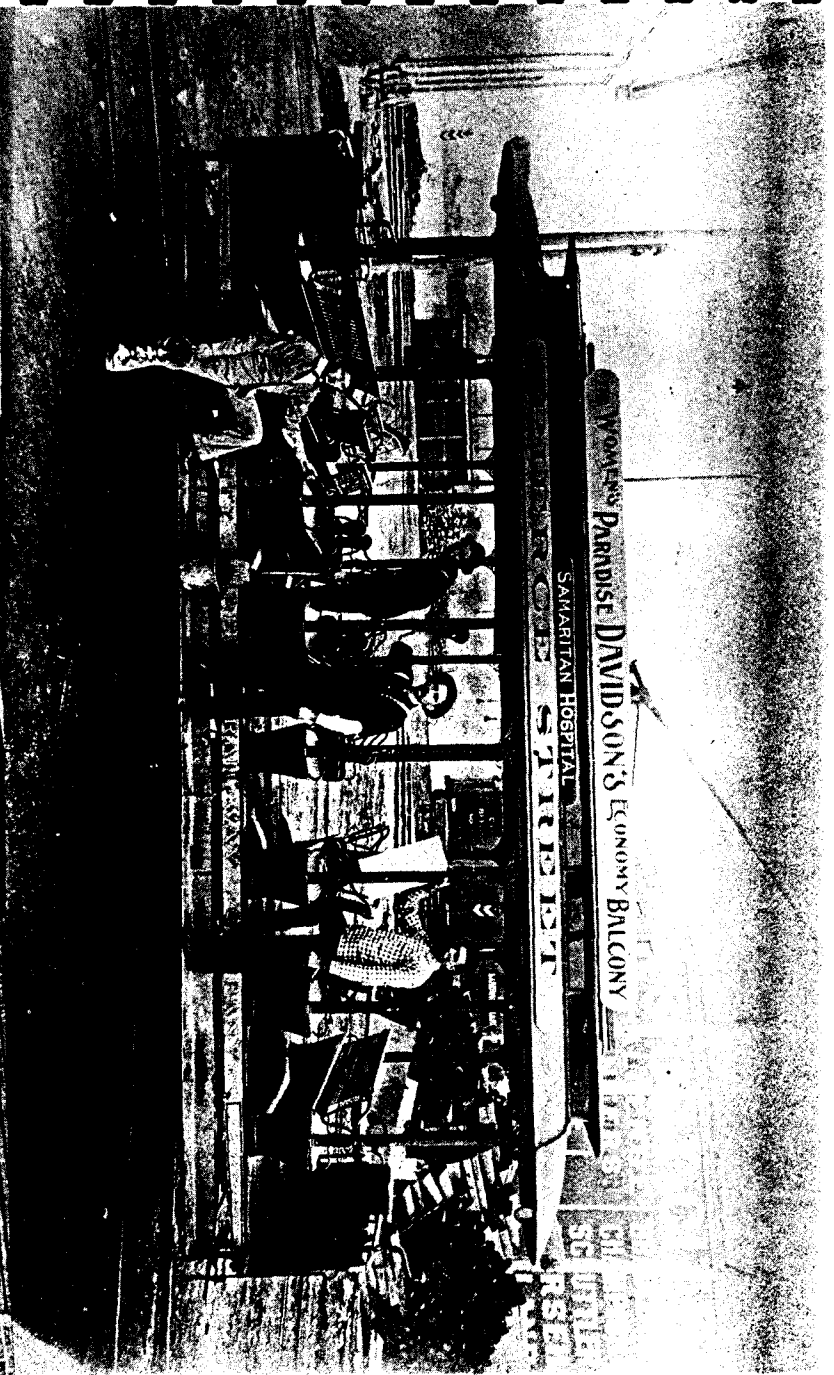
In 1902 the company passed under control of Swift and Armour packing interests. In 1908 it was renamed the Sioux City Service Company.

Both single-truck and double-truck new cars were acquired in this period. All were single-ended, and loops or wyes were provided at the ends of all lines.

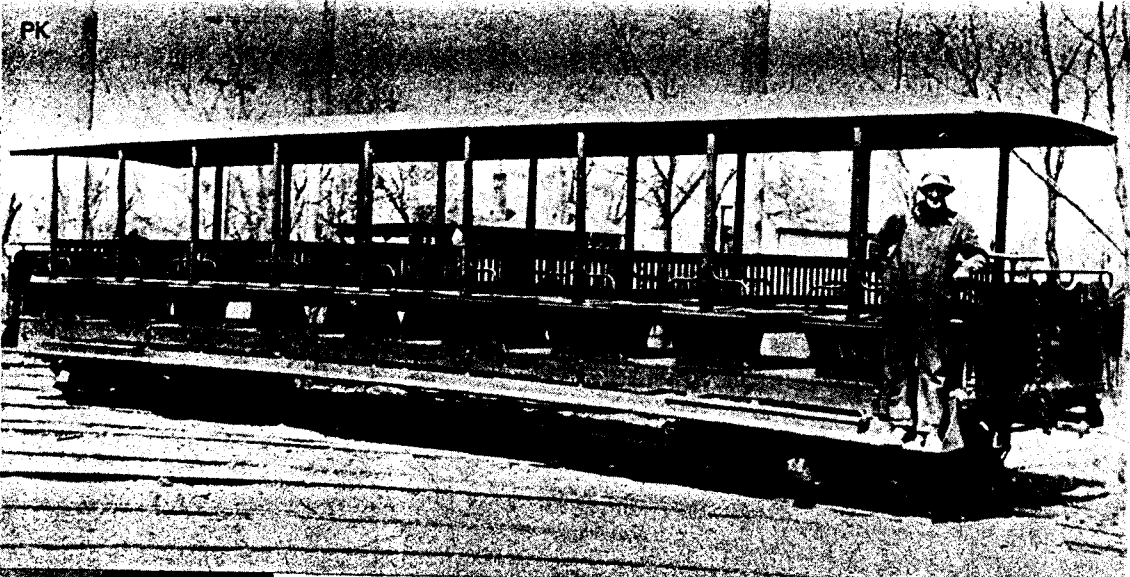
In 1920 a fleet of 25 single-end birney type cars were purchased and by 1923 the entire operation returned to the original one-man technique of the original days. In 1923 four double-end birneys were bought second-hand from the Citizens Traction Company of Oil City, Pennsylvania. These were used on the Pearl line, where heavy auto traffic on 24th Street had made wying inadvisable.

In 1937 buses were substituted on the South Sioux City line because of bridge rebuilding. In 1940 the East 7th line was pulled for the same reason. The remaining lines survived World War II, buses taking over in 1948.

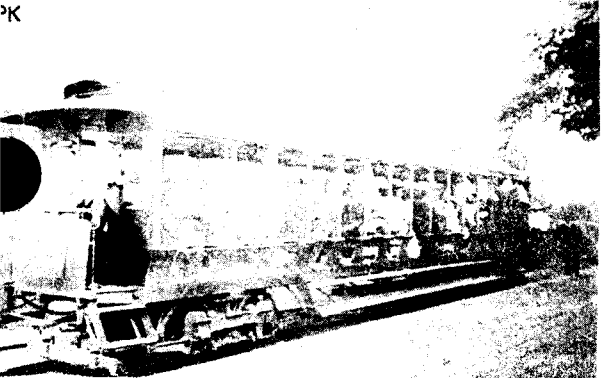
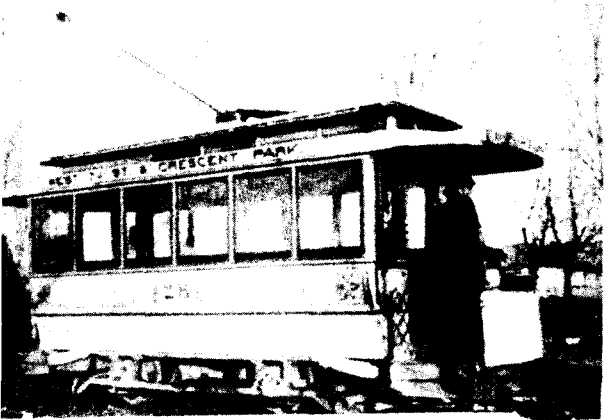
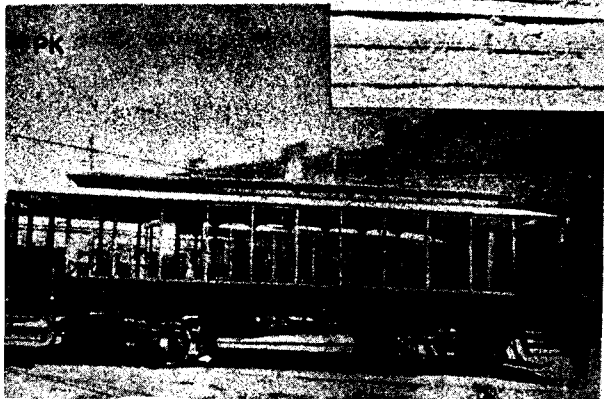




A1



PK



The Sioux City old-timers gallery includes many varieties . This group contains representatives of some of the more interesting:

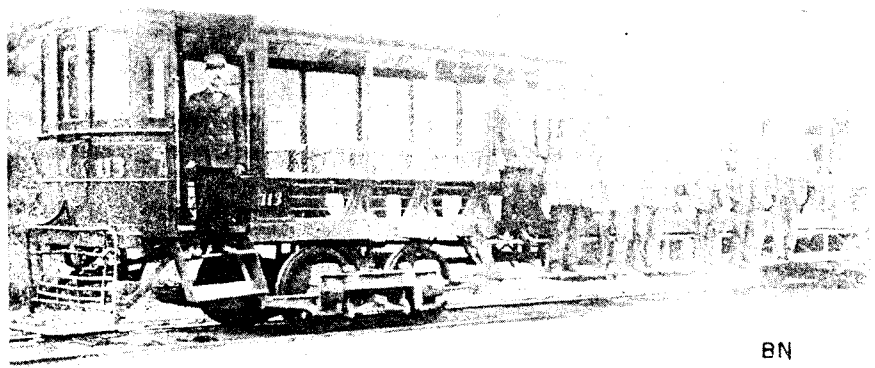
(Top to bottom:)

- 1 3 2
- 1 1 7
- 1 0 2
- 2 8      1 4 etc.
- ?      1 1 3



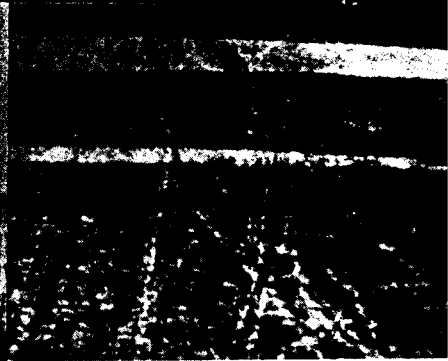
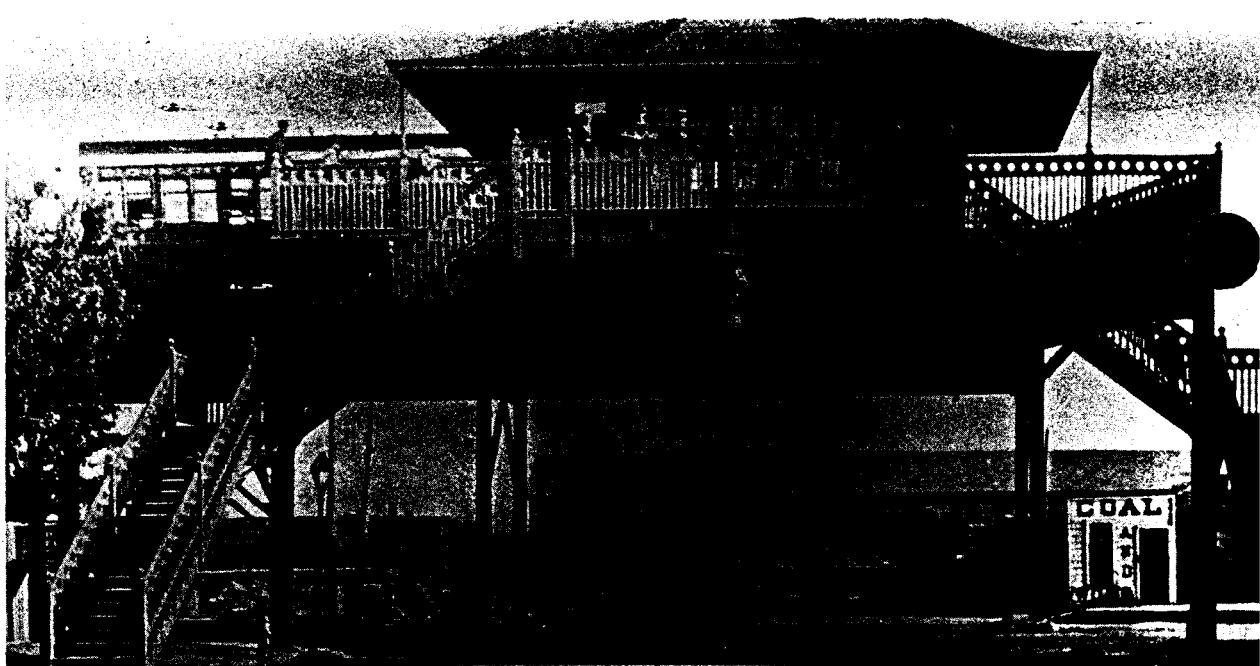
PK

134

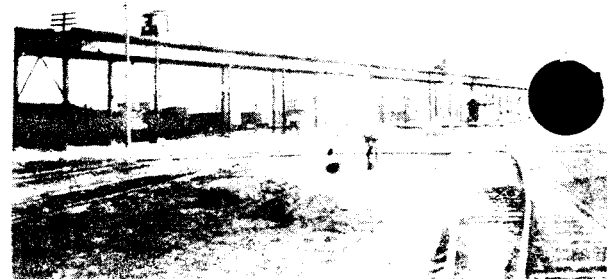
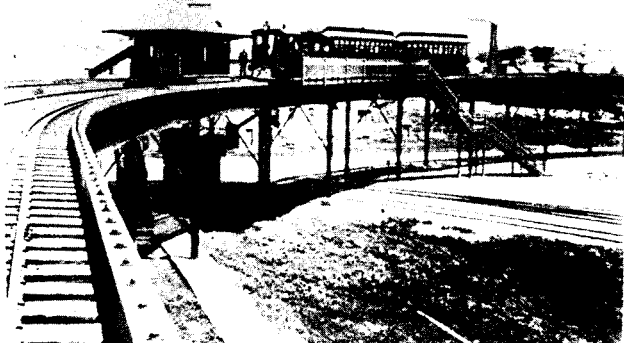


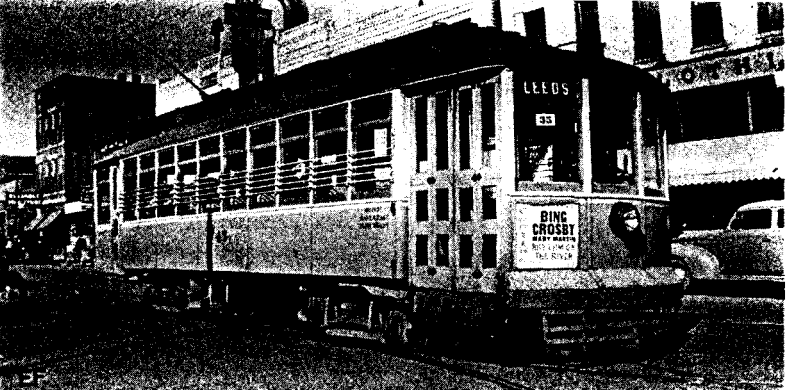
BN





And here's Sioux City's little-known elevated railway, with its early steam-powered equipment and (below right) the trolley cars which worked its latter years.

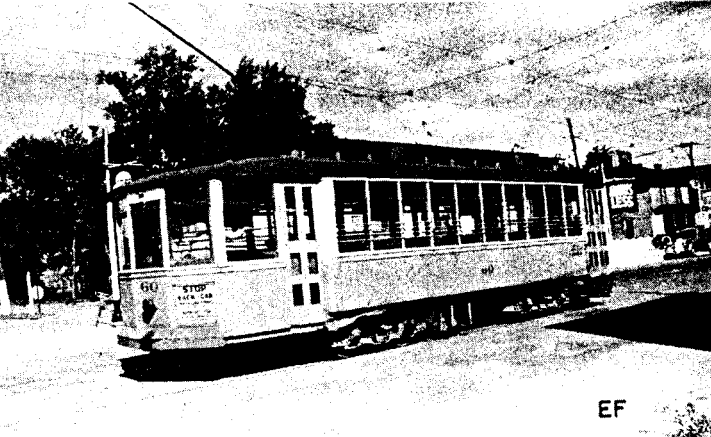




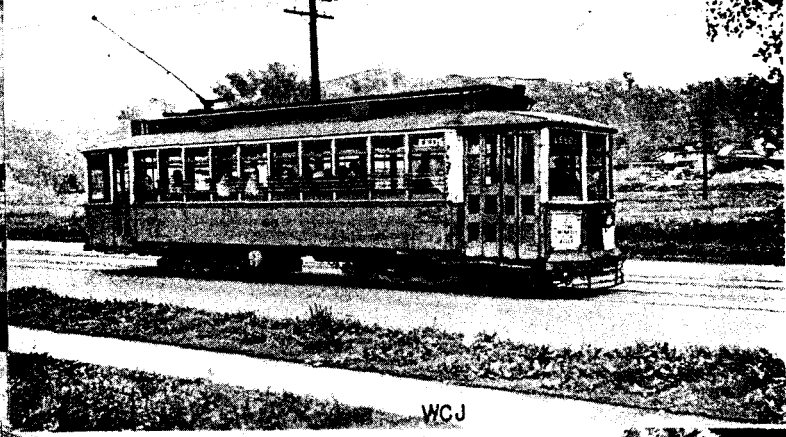
Cars 39....45  
 51....58  
 60....60  
 155...203

Sioux City's fleet of one-man cars

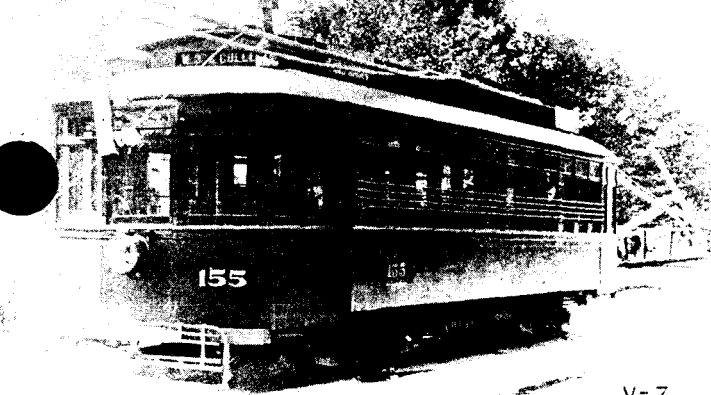
36



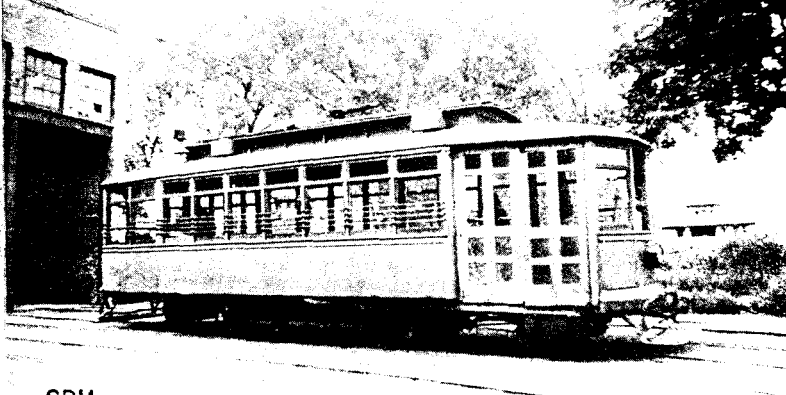
EF



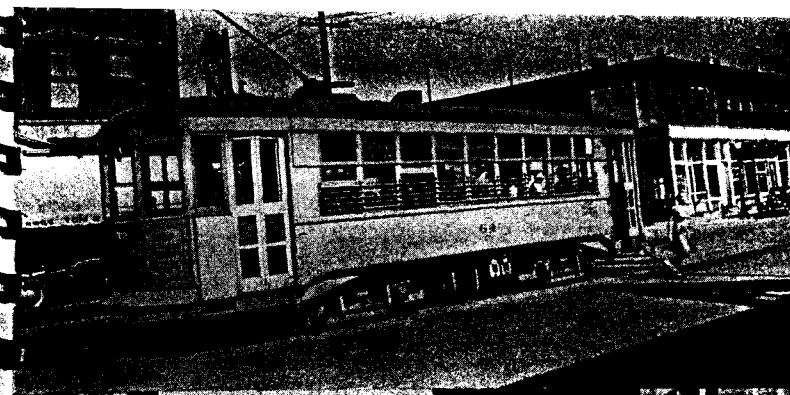
WCJ



V-Z



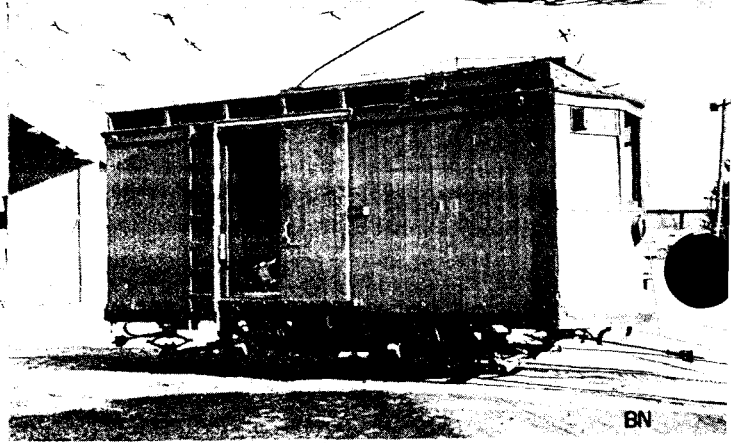
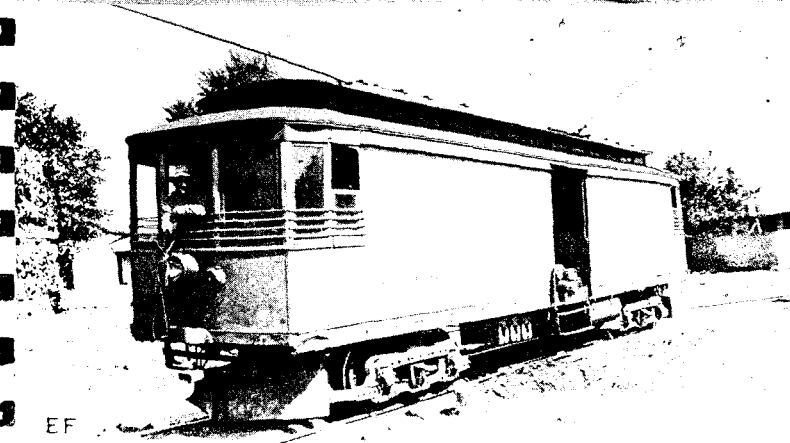
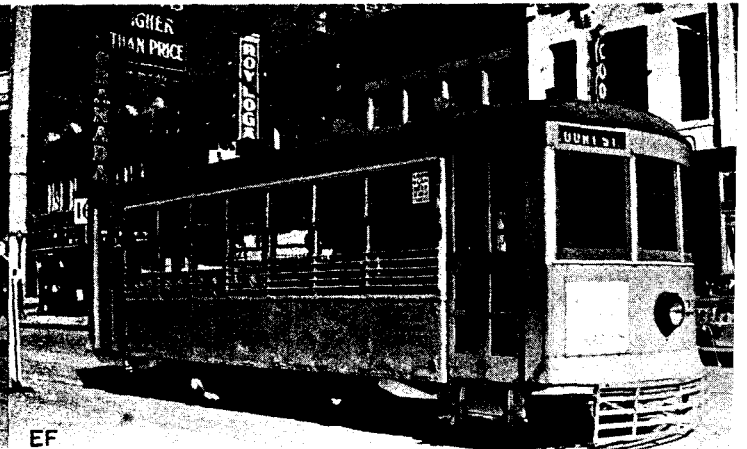
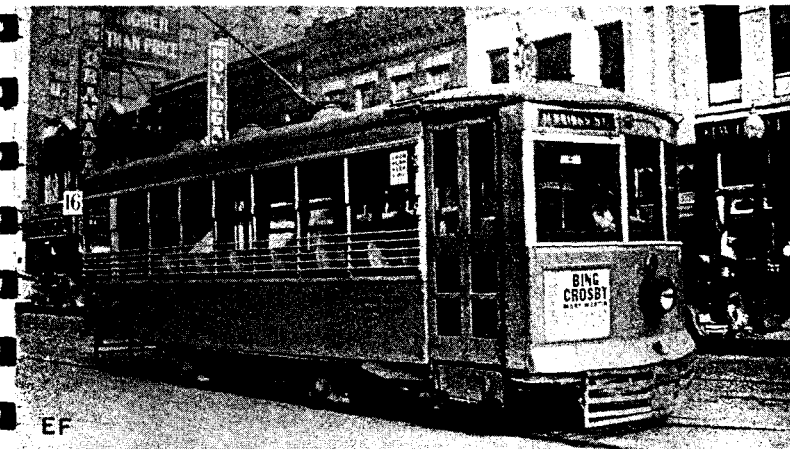
SDM



in its later years of operation

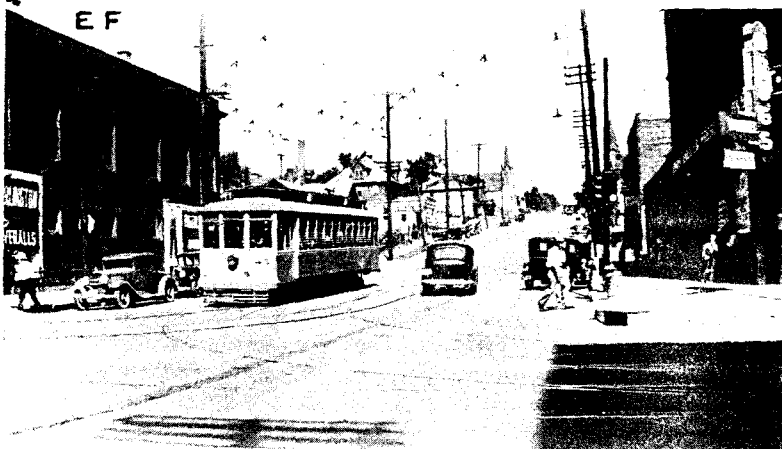
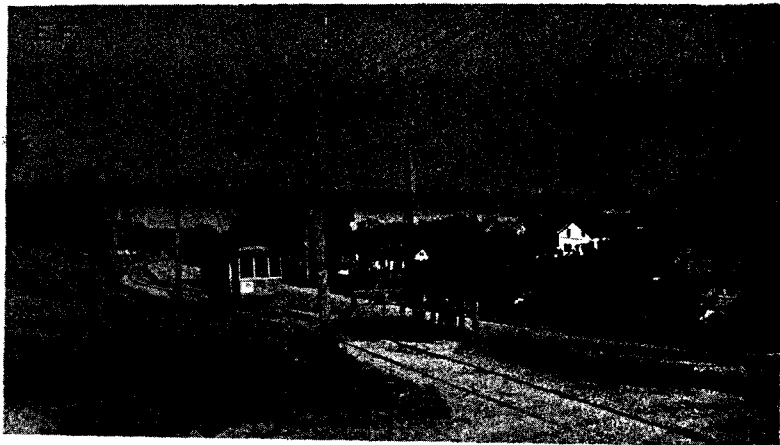
Cars 64...65  
236 etc.63

235...220  
301...11



ROSTER SIOUX CITY SERVICE COMPANY DECEMBER, 1946

| CAR NUMBER                                    | BUILDER    | DATE BUILT | TRUCKS             | MOTORS  | CONTROL | WEIGHT | CAPACITY | LENGTH OVERALL | WIDTH OVERALL | HEIGHT OVER ROOF | SINGLE OR DOUBLE TRUCK | NUMBER OF CARS | REMARKS                                              |
|-----------------------------------------------|------------|------------|--------------------|---------|---------|--------|----------|----------------|---------------|------------------|------------------------|----------------|------------------------------------------------------|
| 35-43                                         | Company    | '07        | Taylor SWB         | 4W323   | GE-K35  | 36000  | 38       | 37' 8"         |               |                  | DT                     | 8              | Was 2 motor max. traction before 1929                |
| 43-46                                         | "          | '14        | Brill 39-E         | 2W307   | GE-K51  | 36000  | 38       | 37' 8"         |               |                  | DT                     | 4              |                                                      |
| 48-52                                         | "          | '17        | Taylor SWB         | 4W323   | GE-K35  | 36000  | 38       | 37' 8"         |               |                  | DT                     | 16             | Was 2 motor max. traction before 1929                |
| 63-67                                         | American   | '22        | Brill 39-E         | 2W307   | GE-K51  | 33000  | 38       | 37' 8"         |               |                  | DT                     | 5              | Bodies rebuilt to replace cars burned                |
| 200-204                                       | Company    | '17        | Taylor LWB         | 2W307A5 | GE-K51  | 28000  | 32       | 30' 4"         |               |                  | ST                     | 4              | Double-end                                           |
| 205-206                                       | "          | '18        | Taylor LWB         | 2W307A5 | GE-K51  | 28000  | 32       | 30' 4"         |               |                  | ST                     | 2              | "                                                    |
| 207-214                                       | American   | '20        | Brill 79B          | 2W508A  | GE-K63  | 17000  | 33       | 27' 9"         |               |                  | ST                     | 19             | Single end birney                                    |
| 227-231                                       | Cincinatti | '21        | Cincinatti         | 2W508A  | GE-K63  | 17000  | 33       | 27' 9"         |               |                  | ST                     | 5              | Single end birney                                    |
| 232-236                                       | Brill      | '23        | Brill 79B          | 2W508A  | GE-K63  | 17000  | 33       | 27' 9"         |               |                  | ST                     | 5              | Double end birney Ex Citizens Traction Oil City, Pa. |
| Passenger cars                                |            |            |                    |         |         |        |          |                |               |                  |                        | 67             |                                                      |
| 1, 5, 7                                       | American   | '05        | Brill 31-C         | 2W381   | GE-35   |        |          |                |               |                  | ST                     | 3              | Wood Wreckers Single Truck                           |
| 4                                             | Company    | '01        | "                  | "       | "       |        |          |                |               |                  | ST                     | 1              | Sweeper " "                                          |
| 42, 43                                        | "          | '17        | "                  | "       | GE-35   |        |          |                |               |                  | ST                     | 2              | Flow and Sweeper " "                                 |
| 44                                            | "          | '10        | "                  | "       | "       |        |          |                |               |                  | ST                     | 1              | " " " "                                              |
| 45                                            | "          | '16        | "                  | "       | "       |        |          |                |               |                  | ST                     | 1              | " " " "                                              |
| 7                                             | "          | '05        | Peckham 7-B        | "       | "       |        |          |                |               |                  | ST                     | 1              | Line Car " "                                         |
| 7                                             | "          | '00        | "                  | 4W323   | GE-K12  |        |          |                |               |                  | DT                     | 1              | Track Car Double Truck                               |
| 7                                             | "          | '07        | Brill              | none    | none    |        |          |                |               |                  | DT                     | 3              | Flat Car " "                                         |
| Service cars                                  |            |            |                    |         |         |        |          |                |               |                  |                        | 12             |                                                      |
| 1921 ROSTER COMPANY BUILT CLOSED CARS         |            |            |                    |         |         |        |          |                |               |                  |                        |                |                                                      |
| 24-27                                         | Company    | '03        | Brill 39-E         | 2W307   | GE-K10  | 36000  | 34       | 35' 0"         |               |                  | DT                     | 4              | Wood bodies steel underframe single end non-road     |
| 28-29                                         | "          | '04        | "                  | 2W101B  | "       | "      | 34       | 35' 0"         |               |                  | DT                     | 2              |                                                      |
| 30-32                                         | "          | '03        | Taylor SWB         | "       | "       | "      | 34       | 35' 0"         |               |                  | DT                     | 3              |                                                      |
| 33-34                                         | "          | '05        | "                  | "       | "       | "      | 34       | 35' 0"         |               |                  | DT                     | 2              |                                                      |
| 35-40                                         | "          | '07        | Brill 39E          | 2W307   | "       | "      | 38       | 37' 8"         |               |                  | DT                     | 6              |                                                      |
| 41-42                                         | "          | '08        | "                  | "       | "       | "      | 38       | 37' 8"         |               |                  | DT                     | 2              |                                                      |
| 43-47                                         | "          | '14        | "                  | "       | "       | "      | 38       | 37' 8"         |               |                  | DT                     | 5              |                                                      |
| 48-54                                         | "          | '14        | "                  | "       | GE-K51  | "      | 38       | 37' 8"         |               |                  | DT                     | 7              |                                                      |
| 55                                            | "          | '14        | "                  | "       | "       | "      | 38       | 37' 8"         |               |                  | DT                     | 1              |                                                      |
| 56-59                                         | "          | '16        | "                  | "       | "       | "      | 38       | 37' 8"         |               |                  | DT                     | 4              |                                                      |
| 60-62                                         | "          | '17        | "                  | "       | "       | "      | 38       | 37' 8"         |               |                  | DT                     | 3              |                                                      |
| 63-65                                         | "          | '21        | "                  | "       | "       | "      | 38       | 37' 8"         |               |                  | DT                     | 3              |                                                      |
| 160-151                                       | "          | '06        | Taylor             | 4W323   | GE-K35  | "      | 44       | 41' 8"         |               |                  | DT                     | 2              |                                                      |
| 162-163                                       | "          | '07        | "                  | 4W323   | "       | "      | 44       | 41' 8"         |               |                  | DT                     | 2              |                                                      |
| 154-155                                       | "          | '11        | Peckham 14B3       | "       | "       | "      | 44       | 42' 5"         |               |                  | DT                     | 2              |                                                      |
| 156                                           | "          | '11        | Taylor             | "       | "       | "      | 44       | 42' 5"         |               |                  | DT                     | 1              |                                                      |
| 157                                           | "          | '11        | "                  | 4GE81A  | "       | "      | 44       | 42' 5"         |               |                  | DT                     | 1              |                                                      |
| 158-162                                       | "          | '12        | "                  | 4W323   | "       | "      | 44       | 42' 5"         |               |                  | DT                     | 5              |                                                      |
| 163-164                                       | "          | '12        | "                  | 4GE81A  | "       | "      | 44       | 42' 5"         |               |                  | DT                     | 2              |                                                      |
| 165-166                                       | "          | '14        | Peckham 14B Taylor | 4W323   | "       | "      | 44       | 42' 5"         |               |                  | DT                     | 2              |                                                      |
| 167-169                                       | "          | '14        | Peckham 14B3       | 4W323   | "       | "      | 44       | 42' 5"         |               |                  | DT                     | 3              |                                                      |
| 170-174                                       | "          | '15        | "                  | 4W323   | "       | "      | 44       | 42' 5"         |               |                  | DT                     | 5              |                                                      |
| 200-204                                       | "          | '17        | Taylor LWB         | 2W307A5 | GE-K51  | 20000  | 32       | 30' 4"         |               |                  | ST                     | 5              | Single Truck Double End                              |
| 205-206                                       | "          | '18        | "                  | 2W307A5 | "       | "      | 32       | 30' 4"         |               |                  | ST                     | 2              | " " " "                                              |
| Closed Passenger cars                         |            |            |                    |         |         |        |          |                |               |                  |                        | 74             |                                                      |
| 1921 ROSTER COMPANY BUILT & REBUILT OPEN CARS |            |            |                    |         |         |        |          |                |               |                  |                        |                |                                                      |
| 113-114                                       | Company    | '04        | Taylor SWB         | 4GE81A  | GE-K12  |        | 72       | 48'            |               |                  | DT                     | 2              | Open wood motors each from two cable trailers        |
| 125-128                                       | "          | '04        | "                  | 4GE81A  | GE-K12  |        | 72       | 48'            |               |                  | DT                     | 3              | " " " "                                              |
| 115-112                                       | "          | '05        | "                  | "       | "       |        | 90       | 33'            |               |                  | DT                     | 7              | Open wood trailers                                   |
| 120-121                                       | "          | '06        | "                  | "       | "       |        | 90       | 33'            |               |                  | DT                     | 2              | " " " "                                              |
| 122-123                                       | "          | '06        | "                  | "       | "       |        | 90       | 33'            |               |                  | DT                     | 3              | " " " "                                              |
| 124                                           | "          | '07        | "                  | "       | "       |        | 90       | 33'            |               |                  | DT                     | 5              | " " " "                                              |
| 125-132                                       | "          | "          | Remia              | "       | "       |        | 90       | 33'            |               |                  | DT                     | 6              | " " " "                                              |
| Open Passenger cars                           |            |            |                    |         |         |        |          |                |               |                  |                        | 28             |                                                      |
| 1921 ROSTER COMPANY BUILT EXPRESS CARS        |            |            |                    |         |         |        |          |                |               |                  |                        |                |                                                      |
| 100                                           | "          | ?          | ?                  | 4W323   | ?       |        |          | 36'            |               |                  | DT                     | 1              |                                                      |
| Notes:                                        |            |            |                    |         |         |        |          |                |               |                  |                        |                |                                                      |
| SWB - Short Wheel Base                        |            |            |                    |         |         |        |          |                |               |                  |                        |                |                                                      |
| LWB - Long Wheel Base                         |            |            |                    |         |         |        |          |                |               |                  |                        |                |                                                      |



|                      |     |       |    |
|----------------------|-----|-------|----|
| 7th St.              | 1   | 5:30  | 45 |
| N. 34 St.            | 2   | 15:30 | 45 |
| CREST PK.            | 3   | 15:30 | 45 |
| COLLEGE              | 4   | 15:30 | 45 |
| LEEDS                | 5   | 15:30 | 45 |
| E. 7th St.           | 6   | 15:30 | 45 |
| STK. YARDS & P. PARK | 7   | 15:30 | 45 |
| RIVERSIDE            | 8   | 15:30 | 45 |
| EMERGENCY            | 9   | 15:30 | 45 |
|                      | 10  | 15:30 | 45 |
|                      | 11  | 15:30 | 45 |
|                      | 12  | 15:30 | 45 |
|                      | 13  | 15:30 | 45 |
|                      | 14  | 15:30 | 45 |
|                      | 15  | 15:30 | 45 |
|                      | 16  | 15:30 | 45 |
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|                      | 100 | 15:30 | 45 |

SIoux CITY SERVICE CO. 012959

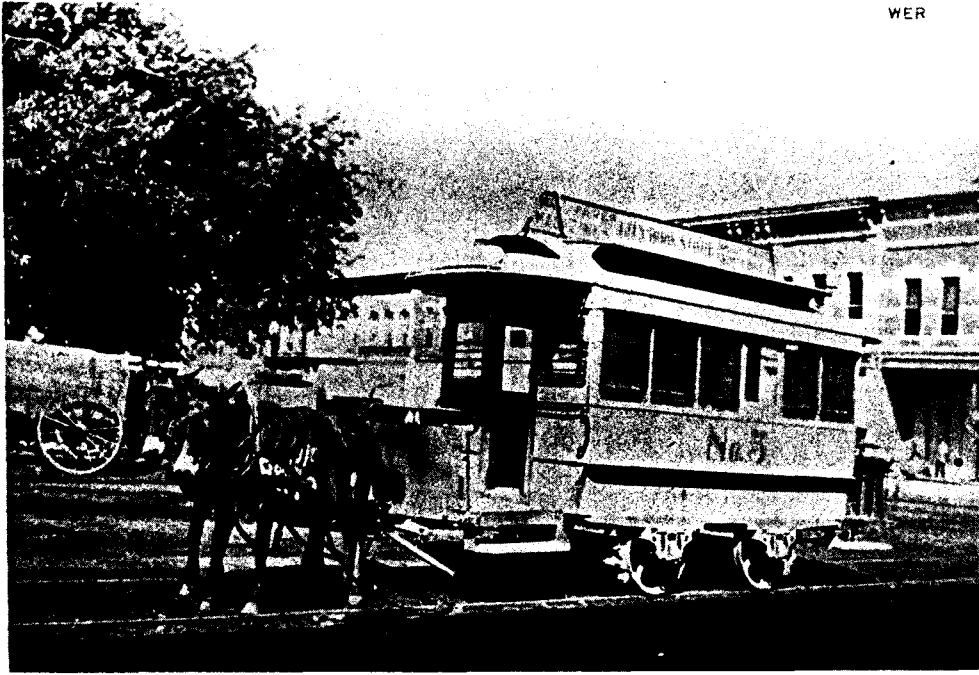
COLLEGE

EMERGENCY

|         |    |
|---------|----|
| 6 AM    | 1  |
| 7 AM    | 3  |
| 8 AM    | 4  |
| 9 AM    | 15 |
| 10 AM   | 30 |
| 11 AM   | 45 |
| 12 Noon | 45 |
| 1 PM    | 0  |
| 2 PM    | 15 |
| 3 PM    | 30 |
| 4 PM    | 45 |
| 5 PM    | 0  |
| 6 PM    | 15 |
| 7 PM    | 30 |
| 8 PM    | 45 |
| 9 PM    | 0  |
| 10 PM   | 15 |
| 11 PM   | 30 |
| 12 PM   | 45 |

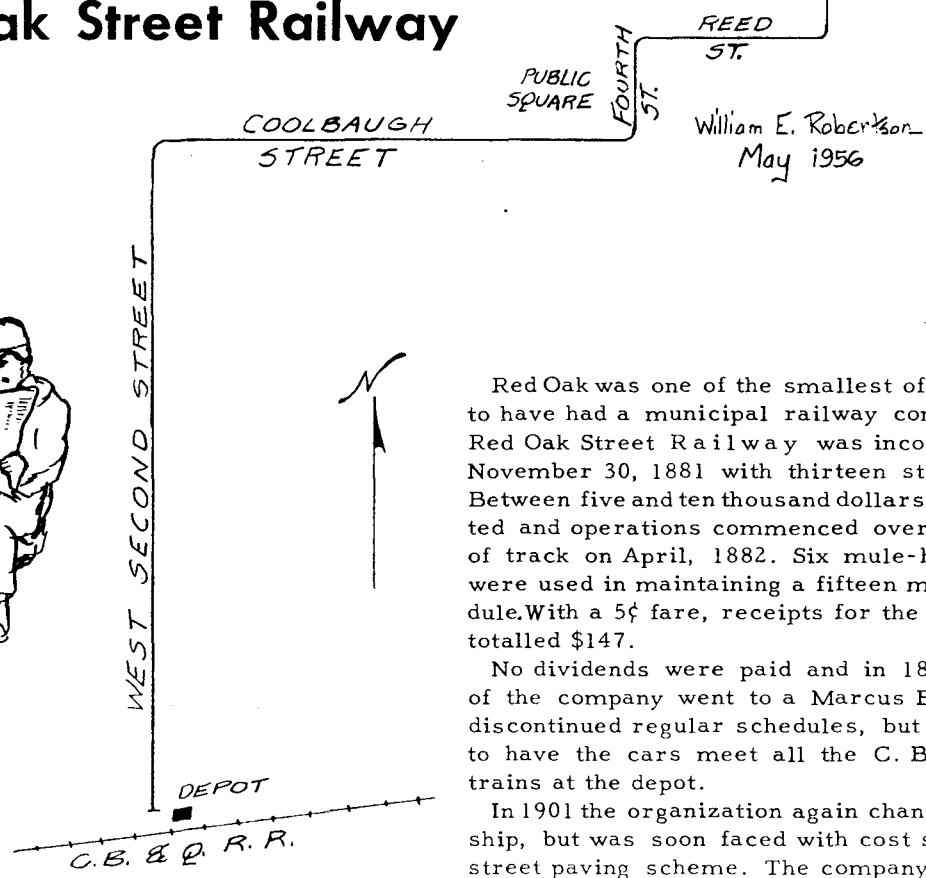
COLLEGE





PROSPECT ST.  
CAR BARN  
SIXTH STREET

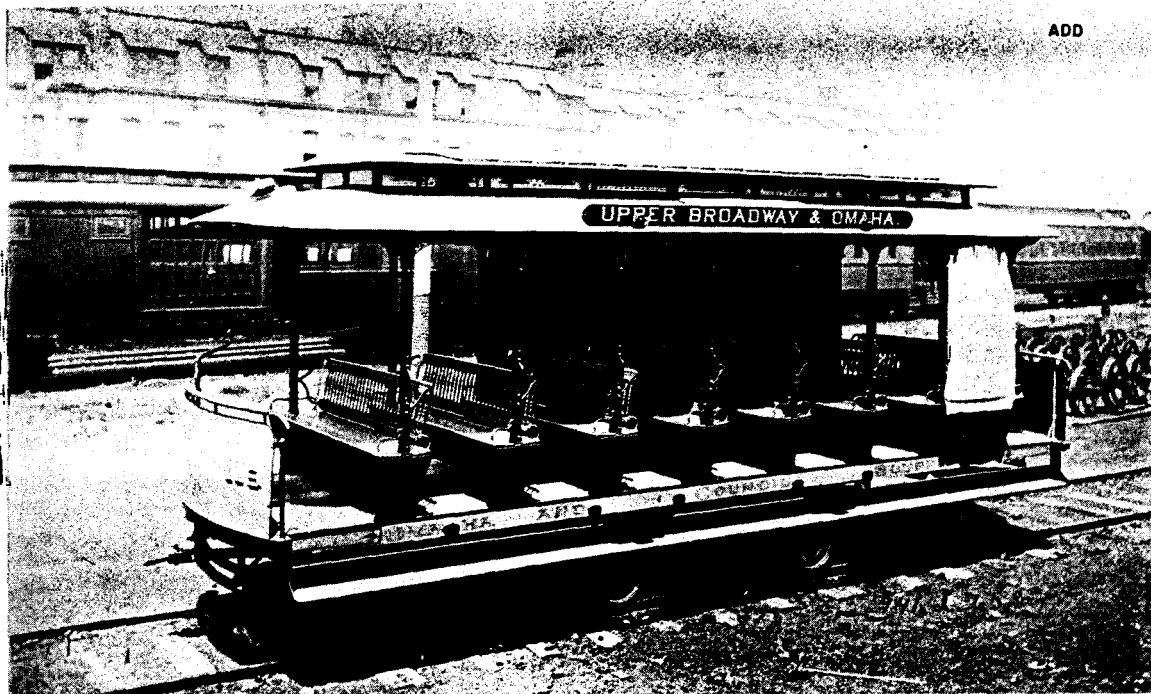
# Red Oak Street Railway



Red Oak was one of the smallest of Iowa towns to have had a municipal railway company. The Red Oak Street Railway was incorporated on November 30, 1881 with thirteen stockholders. Between five and ten thousand dollars was invested and operations commenced over two miles of track on April, 1882. Six mule-hauled cars were used in maintaining a fifteen minute schedule. With a 5¢ fare, receipts for the first month totalled \$147.

No dividends were paid and in 1886, control of the company went to a Marcus Bonham. He discontinued regular schedules, but did manage to have the cars meet all the C. B. & Q. R.R. trains at the depot.

In 1901 the organization again changed ownership, but was soon faced with cost sharing of a street paving scheme. The company was indisposed to meet their share and operations were discontinued that year.



### COUNCIL BLUFFS:

The city of Council Bluffs was established when Abraham Lincoln designated it as the eastern terminus of the Union Pacific Railroad. For many years the railroad provided the only connection with Omaha on the Nebraska side of the Missouri River opposite Council Bluffs, except in the dead of winter, when adventurous souls could drive sleighs across the frozen "Mo".

In 1889 the Omaha & Council Bluffs Railway & Bridge Company opened a highway bridge and began running trolley cars between the two cities. Originally, the interstate cars entered Omaha on Douglas Street, running into Nebraska for several blocks without any physical track connection with the Omaha street railway system. In Iowa, cars ran on Avenue A and Broadway, replacing horse cars which had previously given local service.

Shortly after the turn of the century, the interstate property was combined with the Omaha system and a connection was made in downtown Omaha. For a time, bridge cars were thru routed with Dundee cars.

Meanwhile the local system in Council Bluffs was expanded. One of the most interesting lines was that to Fairmount Park. It ran south on First Street, entering the park thru a cut 60 ft. deep. Heavily loaded open cars brought swarms of people to the park on fine summer days.

Another interesting line ran south on Main and Sixth Streets to "Lake" Manawa, a basin that was once part of the main course of the Missouri River. Time was when every few minutes a summer car ground to a halt at the Lake, disgorging a crowd of pleasure seekers. By the 1930s, traffic had dropped so much that a Birney car on an hourly interval was well able to handle it.

A spur ran east from the Manawa line to the Iowa School for the Deaf and hourly passenger service was originally operated here, as well as occasional coal car delivery. By 1932, the Birney service was down to three trips a day.

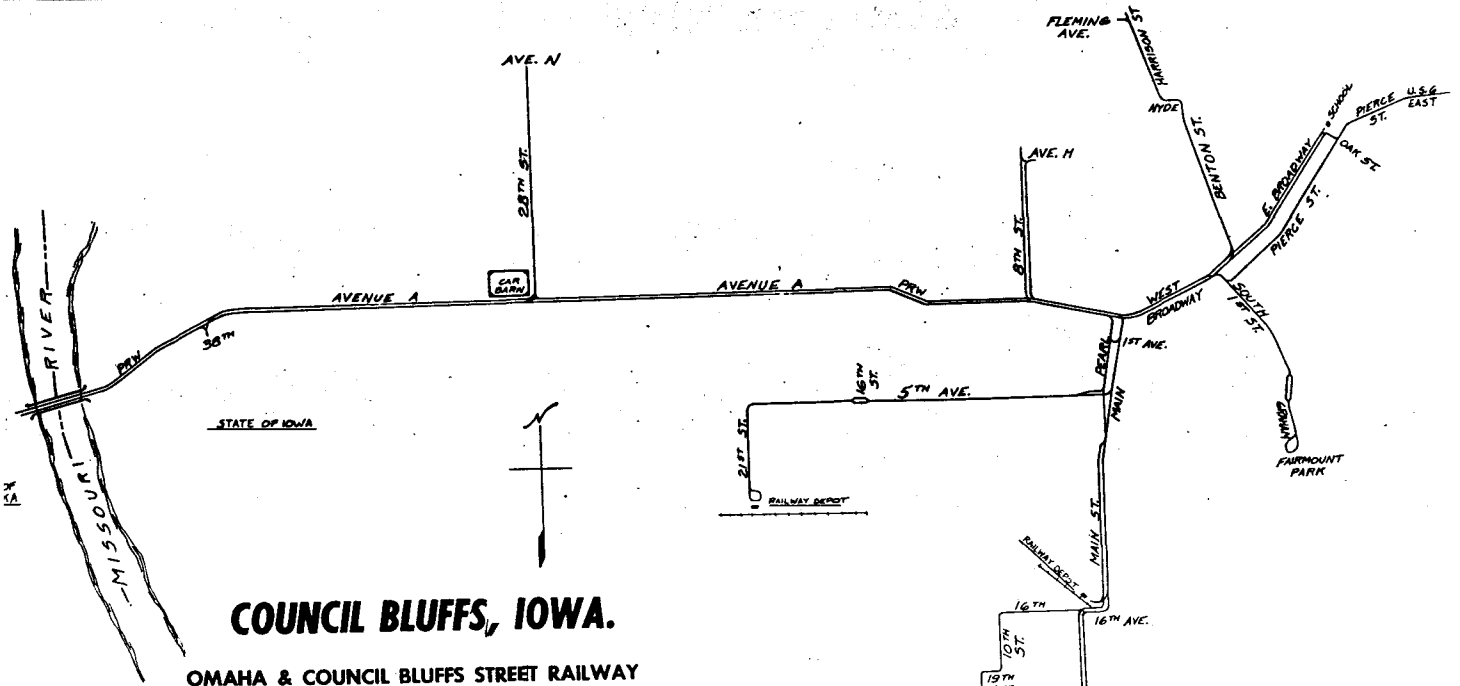
A single-track line ran north on 28th Street from the car barn at Avenue A to the Illinois Central Railroad tracks. Service on this line, right up until the time of abandonment in 1928, was limited to three daily trips.

A heavy line was the route to the Union Transfer Station of the Union Pacific and most other steam railroads into the city. Other routes were on North Eight Street, East Broadway, East Pearce, Benton and Harrison and a shuttle to the Milwaukee-Rock Island Depot at 11th Street and 26th Avenue.

After World War I the effect of the automobile began to be felt. Second-hand Birney cars were acquired. The last open car ran in 1928. The picturesque cut at Fairmount Park caved in and the line was shortened to the Park entrance. After 1932 all local service was provided by the Birney cars, with double-truck 800-series cars working the thru service from Omaha.

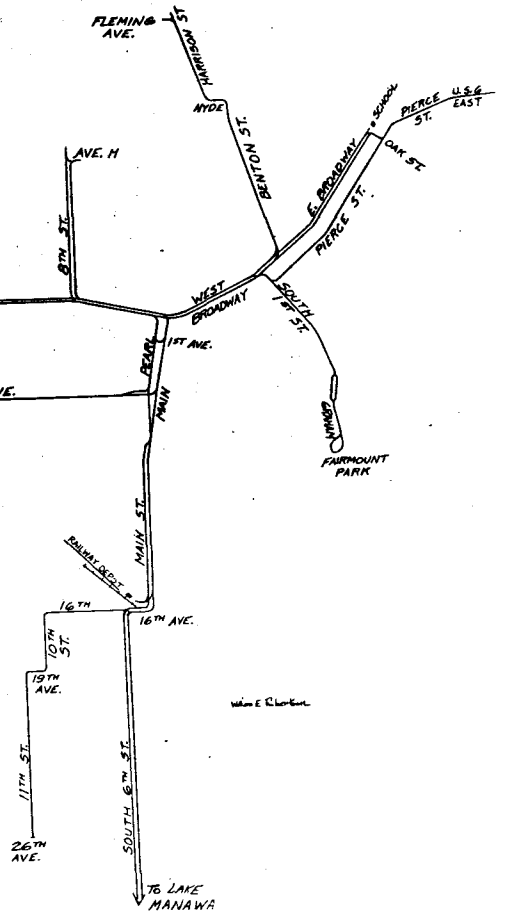
Riding held up during World War II, with its tire and gasoline rationing, but the inevitable drop occurred as soon as hostilities ended. The franchise in Council Bluffs expired in December 1947, but cars continued to run after that while negotiations were in progress. In August 1948, after the O&CB had rejected a new franchise as unacceptable, the city awarded one to a new company which brought about the replacement of the local Birney car operation on September 14, 1948. The interstate operation of cars continued, with the new company operating competing bus service, under protection of an injunction of the District Court. Just to be sure, O&CB ran its own buses besides, which gave a plethora of service while the battle lasted.

However, when the injunction expired at noon on September 25th, the police gradually forced car after car into the barn. The last car, #875 pulled into the barn at 3:40 PM and its passengers were refunded their fares. So ended the story of Council Bluffs street cars.



### COUNCIL BLUFFS, IOWA.

OMAHA & COUNCIL BLUFFS STREET RAILWAY



**COUNCIL BLUFFS LINE**

00286 OMAHA TOKEN

**FARE PAID**

|    |     |     |    |    |    |
|----|-----|-----|----|----|----|
| 1  | 20  | 10  | 5  | 2  | 1  |
| 2  | 40  | 20  | 10 | 5  | 2  |
| 3  | 60  | 30  | 15 | 7  | 3  |
| 4  | 80  | 40  | 20 | 10 | 4  |
| 5  | 100 | 50  | 25 | 12 | 5  |
| 6  | 120 | 60  | 30 | 15 | 6  |
| 7  | 140 | 70  | 35 | 17 | 7  |
| 8  | 160 | 80  | 40 | 20 | 8  |
| 9  | 180 | 90  | 45 | 22 | 9  |
| 10 | 200 | 100 | 50 | 25 | 10 |
| 11 | 220 | 110 | 55 | 27 | 11 |
| 12 | 240 | 120 | 60 | 30 | 12 |

FAIRMOUNT PARK LINE

20th & FAIRMOUNT PARK

E. P. & S. MAIN LINE

5th AVE. LINE

FAIRMOUNT PARK LINE

20th & FAIRMOUNT PARK

**TRANSFER PROGRAM**

TRANSFER TIPS

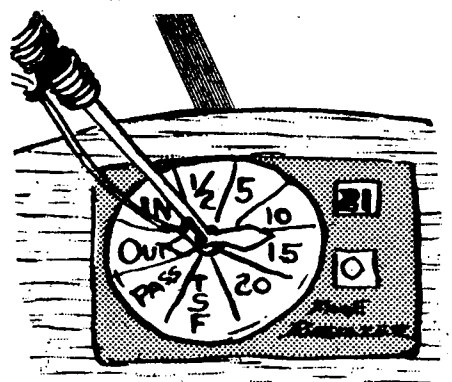
SPEED TRIPS

SHOPPING TRIPS

Read the Car Cards

Relax As You Ride

U.S. GOVERNMENT PRINTING OFFICE



003407

**FARE PAID**

4

IN

OUT

COUNCIL BLUFFS LOCAL LINES

5th Avenue Line

Harrison Line

E. P. & S. Main Line

Fairmount Park Line

FOLLOWING CAR INCIDENCY

OMAHA TOKEN

AMOUNT PAID 10.00

AMOUNT PAID 10.00

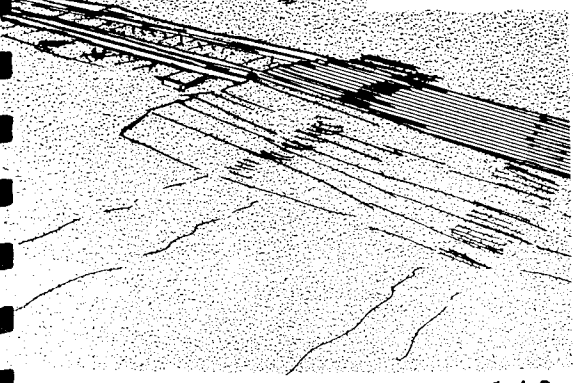
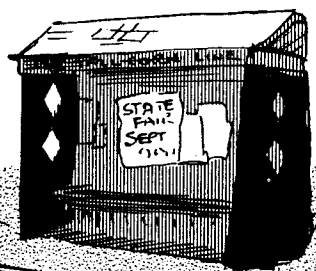
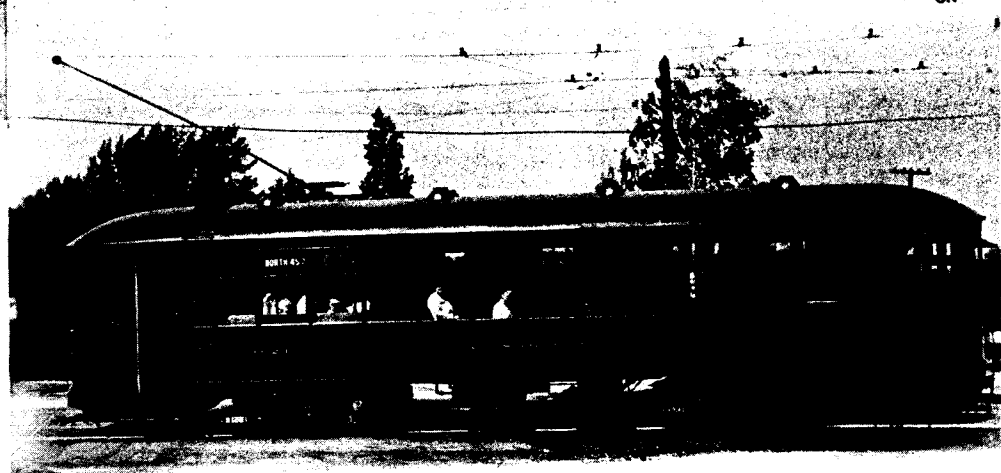
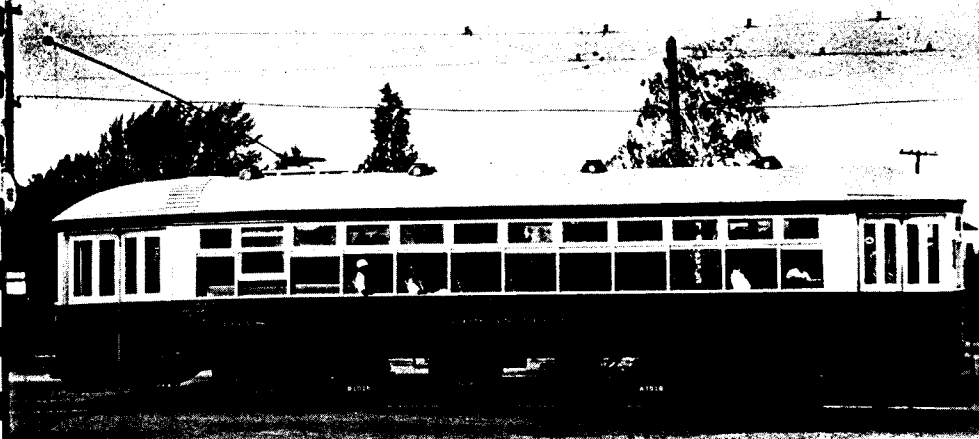
AMOUNT PAID 10.00

In a 1928 campaign, the Omaha Council Bluffs Street Railway experimented with a series of novel jobs.

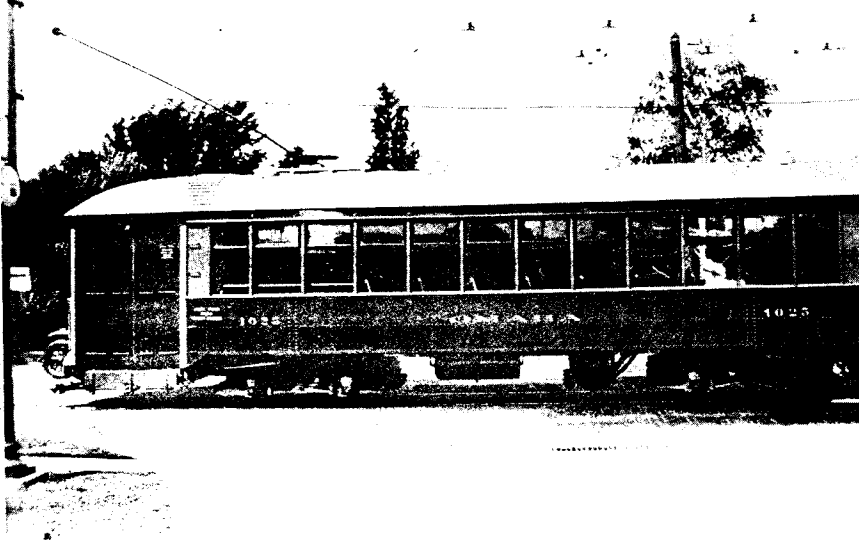
Too bad this was before the color films, but the photographers have managed to hint to us in black and white of the brilliant hues of red, orange, blue and green which this fleet was decorated with.

GK

GK



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# Rosters of Equipment

Additional data on these companies appears elsewhere in the bulletin.

| CAR NUMBER | BUILDER  | DATE BUILT | TRUCKS      | MOTORS  | CONTROL | WEIGHT | CAPACITY | LENGTH OVERALL | WIDTH OVERALL | HEIGHT OVER ROOF | DATE ACQUIRED SECOND HAND | REMARKS                                                                                                                                                                                                                                                               |
|------------|----------|------------|-------------|---------|---------|--------|----------|----------------|---------------|------------------|---------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1A         | McCorm   | 110        | St. Louis   |         |         | 28     | 241 0"   | 81 3"          | 11' 3"        |                  |                           | ALL CARS ILLUSTRATED UNLESS OTHERWISE NOTED                                                                                                                                                                                                                           |
| 10-11      | "        | 116        | McCormack   | 2082178 | 28008   | 34     | 281 0"   | 81 3"          | 11' 3"        |                  |                           | Single truck, dock roof, no equipped with gas engine for lift. Park never used. Sold 190.                                                                                                                                                                             |
| 80         | "        | 116        | "           | 4082178 | K47     | 60,000 | 38       | 481 0"         | 91 8"         | 121 0"           |                           | Combination passenger & baggage. Double-end. Sold 1917 to Montana Paving & Gravel and used until 1920 with same name. Original combine (rebuilt), double truck city 177, used as lift, pass, until 1920. Later rebuilt lift and double end, off center door. SE roof. |
| 81         | McCorm   | 110        | McCorm      | 600     |         | 60,000 | 50       | 581 0"         | 91 8"         | 121 0"           |                           | Double end, off center door. SE roof. Direct drive steel locomotive.                                                                                                                                                                                                  |
| 82         | American | 192        | 3711 278    | 2082178 | 28008   | 45,000 | 46       | 441 0"         | 81 1 1/2"     | 121 2"           | March 120                 |                                                                                                                                                                                                                                                                       |
| 83         | Jessett  | 110        | Baldwin MCR | 4082178 | K       | 59,800 | 46       | 441 0"         | 81 1 1/2"     | 121 2"           | March 120                 |                                                                                                                                                                                                                                                                       |
| 200        | 8K       | 141        | 81          |         | 81      | 42,000 |          |                |               |                  | 2801 146                  |                                                                                                                                                                                                                                                                       |
| 201        | 8K       | 139        | 81          |         | 81      | 90,000 |          | 231 0"         |               |                  | 2801 146                  |                                                                                                                                                                                                                                                                       |
| 200        | McCorm   | 116        | McCormack   | 4082178 | 28008   | 70,000 |          | 491 0"         |               |                  | April 120                 |                                                                                                                                                                                                                                                                       |
| 201        | McCorm   | 110        | Baldwin MCR | 4082178 | K       | 74,000 |          | 491 0"         |               |                  | April 120                 |                                                                                                                                                                                                                                                                       |
| 202        | Tricon   | 120        | "           | 4821806 | K       | 76,000 |          | 491 0"         |               |                  | April 120                 |                                                                                                                                                                                                                                                                       |
|            | McCorm   | 116        | McCormack   | 2       |         |        |          | 281 3"         |               |                  |                           |                                                                                                                                                                                                                                                                       |
|            | 007      | 110        | McCorm      | 600     |         |        |          |                |               |                  |                           | Stranger (city lines) 1000                                                                                                                                                                                                                                            |

## 208 MOTORS & GENERAL TONIA RAILROAD

| CAR NUMBER | BUILDER                                    | DATE BUILT | TRUCKS  | MOTORS | CONTROL | WEIGHT | CAPACITY | LENGTH OVERALL | WIDTH OVERALL | HEIGHT OVER ROOF | DATE ACQUIRED SECOND HAND | REMARKS                                                                                                             |
|------------|--------------------------------------------|------------|---------|--------|---------|--------|----------|----------------|---------------|------------------|---------------------------|---------------------------------------------------------------------------------------------------------------------|
| 100-101    | PASSENGER MOTOR SINGLE END                 |            |         |        |         |        |          | 46-0"          |               |                  |                           |                                                                                                                     |
|            | St. Louis 1061                             | St. Louis  | 4-      |        |         |        |          |                |               |                  |                           |                                                                                                                     |
| 1700-06    | COMBINATION PASSENGER & BAGGAGE SINGLE END |            |         |        |         |        |          | 50-0"          | 81-10"        |                  |                           | Original 4 comb. & 4 straight pass. Remounted (later Gen'l & 1061 402-403) by General B. Bend & Co. of 1061 100-104 |
| 1708-09    | McCorm                                     | McCorm     | 4-7887  |        |         |        |          |                |               |                  | 117                       |                                                                                                                     |
| 1710       | Jessett                                    | 118        | Baldwin | 4-8877 | 8-117   |        |          | 81-0"          | 81-0"         | 121-7"           | 120                       | St. Louis Motor Electric Ry. 120 rebuilt to comb.                                                                   |
| 1712       | "                                          | 118        | "       | "      | "       |        |          | "              | "             | "                | "                         | "                                                                                                                   |
| 1714       | "                                          | 118        | "       | "      | "       |        |          | "              | "             | "                | "                         | "                                                                                                                   |
|            | PASSENGER BALT MOTOR                       |            |         |        |         |        |          |                |               |                  |                           | "                                                                                                                   |
| 200-801    |                                            |            | 2-      |        |         |        |          |                |               |                  |                           | "                                                                                                                   |
| 207        | American                                   | 3711 278-2 | 2-      |        |         |        |          | 80-0"          | 81-10"        |                  |                           |                                                                                                                     |
| 754        |                                            |            | 2-      |        |         |        |          |                |               |                  |                           |                                                                                                                     |
|            | PRIVATE OBSERVATION CAR                    |            |         |        |         |        |          |                |               |                  |                           |                                                                                                                     |
| 1081       |                                            |            | 4-      |        |         |        |          |                |               |                  |                           |                                                                                                                     |
|            | EXPRESS & FREIGHT MOTOR                    |            |         |        |         |        |          |                |               |                  |                           |                                                                                                                     |
| 502-803    |                                            |            |         |        |         |        |          |                |               |                  |                           |                                                                                                                     |
| 1600       | McCorm                                     | 112        |         |        |         |        |          |                |               |                  | 117                       | McCorm 1001, later 601 1001                                                                                         |
|            | EXPRESS FREIGHTS                           |            |         |        |         |        |          |                |               |                  |                           |                                                                                                                     |
| 1680-1502  |                                            |            |         |        |         |        |          |                |               |                  |                           |                                                                                                                     |
|            | LITER CAR                                  |            |         |        |         |        |          |                |               |                  |                           |                                                                                                                     |
| 71-72      |                                            |            |         |        |         |        |          |                |               |                  |                           |                                                                                                                     |
|            | WOOD CAR                                   |            |         |        |         |        |          |                |               |                  |                           |                                                                                                                     |
| 60         |                                            |            |         |        |         |        |          |                |               |                  |                           |                                                                                                                     |
|            | LOCOMOTIVES                                |            |         |        |         |        |          |                |               |                  |                           |                                                                                                                     |
| 1880       |                                            |            |         |        |         |        |          |                |               |                  |                           |                                                                                                                     |
| 1801-02    | JT Ry.                                     | 106        |         |        |         |        |          |                |               |                  |                           |                                                                                                                     |
| 1803       | Baldwin                                    | 110        |         |        |         |        |          |                |               |                  |                           |                                                                                                                     |
| 1804-05    | McCorm                                     | 116        |         |        |         |        |          |                |               |                  |                           |                                                                                                                     |
| 1806       | 8K                                         | 114        |         |        |         |        |          |                |               |                  | 117                       |                                                                                                                     |
| 1807       | McCorm                                     | 118        |         |        |         |        |          |                |               |                  |                           |                                                                                                                     |
|            | FREIGHT                                    |            |         |        |         |        |          |                |               |                  |                           |                                                                                                                     |
| 105        |                                            |            |         |        |         |        |          |                |               |                  |                           |                                                                                                                     |



FORT DODGE DES MOINES & SOUTHERN RAILWAY

Miscellaneous Roster Notes:

NEWTON & NORTH WESTERN R.R. EQUIPMENT ACQUIRED IN 1906 and SCRAPPED BETWEEN 1910 and 1926:

- 6 steam locomotives
- 1 combination baggage-passenger coach, #60
- 1 coach, #62 (1st)

INTERURBAN PASSENGER EQUIPMENT:

- #7 (1st) Business car, ex-Wichita Falls & Southern R.R., scrapped about 1954.
- #7 (2nd) Business car, ex-Pullman, air-conditioned open end observ., 80 ft. "Mt. Foraker"
- #34 ex-steam road double-end open observ. car, finished its days as a work car.
- #36 observation-parlor car, arch-roof, built by McGuire-Cummings.
- #38 observation-parlor car, r.r.-roof, built by Jewett Car Company.
- #40, 42, 44, 46, 48 passenger trailers, ex-railroad coaches.
- #40 (2nd) double-end branch line motor car, center entrance, built in company shop, 42 ft., 2-GE206 motors, 58,000 lb.
- #50 Double-end branch line motor car, center-entrance car similar to #40; sold to St. Francois County Railway as engine.
- #52 Double-end branch line motor car, center-entrance, similar to #50 but with arch roof, built 1916 American Car Co.
- #54 Double-end branch line motor car, center-entrance, similar to #52 with arch roof, built by McGuire-Cummings, sold to St. Francois County Ry. for use as engine.
- #62 (2nd) passenger-baggage motor car, arch roof, built 1916 by American Car Company.
- #64, 66, 68, 70, 72 Passenger-baggage motor cars, built 1907 by Niles, 74, 76, 78, 80, 82 rebuilt and re-equipped for 1200 volts in 1911, 75,000 lb., 4-GE205 motors.

EXPRESS MOTOR CARS:

- #84 built by Niles, rebuilt to line car by removal of portion of car body and installation of tower and tool equipment.
- #100 became signal department work car.
- old records also indicate that first branch line motor car #40 was rebuilt from a baggage motor car.

CITY CARS for AMES and FORT DODGE:

- #10, 20, 90, 95-99, 288-292.

ELECTRIC LOCOMOTIVES OF THE FORT DODGE LINE:

- #107, 109 85,000 lb. built originally for 600-volt service by Baldwin, re-equipped in 1911 for 1200-volt service, motors and control same as 111.
- #111, 113, 115, 117, 119 85,000 lb. built in 1911 for 1200-volt service by General Electric Company; 4-GE206, 100 hp. motors, geared 3.82, 31'-1" long, type M control.
- #201, 203 General Electric 70-ton locomotives built 1912.
- #205, 207 General Electric locomotives built 1915.
- #208 Ex-Iowa Transfer Ry. #1, ex-WCF&NRY #180, built by McGuire-Cummings in 1915, acquired by FDDM&S in Aug., 1950. General Electric locomotive built 1929.
- #209 General Electric locomotive built 1929.
- #360, 361 Ex-Oregon Electric Ry. #60, 61 built 1942 at Spokane Portland & Seattle R.R. shops, acquired 1947.
- #362 Ex-Oregon Electric Ry. #62 built 1944 SPS shops, acq'd 1947.

FREIGHT TRAILER EQUIPMENT owned by the Fort Dodge Lines has been extensive. In 1912 there were about 500 such cars, mostly coal and box, and while this fleet dwindled considerably during the depression, it has recently been redeveloped.

ELECTRIC OPERATION of the Fort Dodge line was discontinued during the summer of 1955. Freight operation was converted first, except for some local switching operations at East Fort Dodge. In August the last passenger cars were operated and removal of trolley wires was begun promptly. 400-class General Electric diesels now perform its main line freight service.

Compiled with assistance of W.C.

MASON CITY & CLEAR LAKE R.R.  
Roster of Equipment:

| CAR NUMBER | BUILDER     | DATE BUILT | TRUCKS   | MOTORS   | CONTROL | WEIGHT | CAPACITY | LENGTH OVERALL | WIDTH OVERALL | HEIGHT OVER ROOF | ACQUIRED 2ND HAND | DATE | REMARKS                                                                                  |
|------------|-------------|------------|----------|----------|---------|--------|----------|----------------|---------------|------------------|-------------------|------|------------------------------------------------------------------------------------------|
| 1-2        |             |            |          | Trailer  |         |        |          |                |               |                  |                   |      | Flat Cars                                                                                |
| 3          | I&I Ry.     | '12        | Baldwin  | 4-GE73   | L4      | 103600 |          | 42' 7"         | 9' 6"         | 13' 1"           | CDM '19           | DE   | Locomotive -- Rebuilt '47 into 51                                                        |
| 4          |             |            | Brill    | 4-GE80   | K35     | 49200  |          | 44' 4"         | 8' 6"         | 11' 4"           | TCRy '23          | SE   | Passenger cars, one-man, combination baggage, rebuilt 1923 from Tri City Ry. street cars |
| 5          |             |            | "        | "        | "       | "      |          | 44             | "             | "                | "                 | SE   | "                                                                                        |
| 6          |             |            | "        | "        | "       | "      |          | 44             | "             | "                | "                 | SE   | "                                                                                        |
| 9-10       | Pullman     | 197        | Peckham  | Trailer  |         |        | 56       | 43' 1"         | 8' 7"         | 11' 10"          |                   |      | Passenger cars, open                                                                     |
| 11-13      |             |            |          | "        |         |        |          |                |               |                  |                   |      | "                                                                                        |
| 16         | Pullman     | 197        | Taylor   | 4-GE57   | K14     |        | 36       | 42' 8"         | 8' 7"         | 12' 3"           |                   | SE   | Combination passenger & baggage                                                          |
| 19         | Pullman     |            | McGuire  | 4-GE73   | M       | 66600  |          | 46' 0"         | 9' 6"         | 13' 0"           | NY '12'09         | DE   | Frnt. Motor rebuilt from New York '12 car                                                |
| 21-22      | American    | '09        | Brill    | 4-GE73   | M       |        | 65       | 57' 0"         | 9' 2"         | 13' 2"           |                   | SE   | Combination passenger & baggage                                                          |
| 23-32      | NYNH&H      | '10        | NYNH&H   | Trailer  |         |        | 48       | 45' 9"         | 8' 8"         | 12' 2"           | NYNH&H            |      | Excursion trailers                                                                       |
| 34         | McG.-C.     | '12        | McG.-C.  | 4-GE73   | M       | 92000  |          | 50' 0"         | 9' 4"         | 12' 10"          |                   | DE   | Freight Motor                                                                            |
| 35         | Cincy       | '18        | Brill    | 2-GE80   | X10     |        | 32       | 32' 10"        | 8' 3"         | 10' 8"           |                   | DE   | Single truck wood city car                                                               |
| 36         | "           | "          | "        | 2-GE110  | "       | "      | "        | "              | "             | "                | "                 | "    | "                                                                                        |
| 37-41      | American    | '17        | Brill    | 2-W506   | "       | 16500  | 32       | 30' 9"         | 7' 9"         | 11' 2"           |                   | DE   | Single truck Birney "                                                                    |
| 50         | Oklahoma Ry | '29        | Standard | 4-W-2E5  | H17     | 140000 |          | 43' 3"         | 9' 5"         | 12' 6"           | Oklahoma Ry       | DE   | Locomotive, Okla. Ry. #600                                                               |
| 51         | I&I Ry      | '12        | Baldwin  | 4-GE73   | L4      | 103600 |          | 42' 7"         | 9' 6"         | 13' 1"           | CDM '19           | DE   | Rebuilt from #3                                                                          |
| 52-53      | Baldwin     | '17        | Baldwin  | 4-W308D3 | H17     | 120000 |          | 32' 3"         | 10' 1"        | 12' 0"           | VERY '48          | DE   | Locomotives, orig. Youngstown & Ohio Riv 3 & 5 later Union Electric Ry 80 & 82           |
| 102        | McG.-C.     | '11        | McG.-C.  | 2-GE80   | K36     | 26000  |          | 28' 3"         | 7' 3"         | 11' 0"           |                   | DE   | Single truck city sweeper                                                                |
| 103        | MC&CL       | '11        | Taylor   | 2-GE54   |         |        |          | 18' 8"         | 8' 6"         | 11' 0"           |                   | DE   | Single truck line car                                                                    |
| 104        | PRR         |            |          |          |         |        |          |                |               |                  |                   |      | Flat car snowplow                                                                        |
| 106        | Pullman     | 197        | Peckham  | 2-GE52   | K16     |        |          | 40' 1"         | 8' 7"         | 11' 10"          |                   | DE   | Double truck work car rebuilt fr exp trlr #3                                             |
| 107        |             |            | Brill    | 4-GE80   | K35     |        |          | 45' 4"         | 8' 6"         | 11' 4"           |                   | SE   | Work car rebuilt from #6                                                                 |

Data: MCCL

**PUBLICATION COMMITTEE FOR CERA B-100:**

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Also the following prepared material especially for the purposes of this bulletin:

Al. E. Barker  
 David G. Blaine  
 James J. Buckley  
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 Paul Stringham

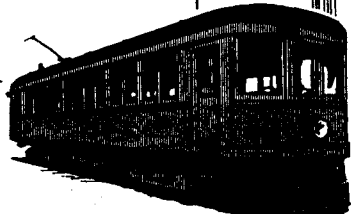
Electromatic typing by Mrs. F. J. Misek.

Pen and ink sketches by D. G. Blaine, B. J. Misek and George Krambles. Map reference material by Paul Stringham.

Special acknowledgment is due the State Historical Society of Iowa for permission to use their journal, the "Palimpsest", May 1954 issue, as general reference on the history of Iowa interurbans, and to Frank Donovan as author of that work.

Credits for individual items of material contributed to Bulletin 100 are coded by these symbols used thruout the book:

|     |                                     |      |                                 |
|-----|-------------------------------------|------|---------------------------------|
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| JJB | J. J. Buckley                       | SDM  | S. D. Maguire                   |
| FEB | F. E. Butts                         | MCCL | Mason City & Clear Lake Ry.     |
| JMC | J. M. Canfield                      | MGC  | McGuire-Cummings Car Co.        |
| ERC | E. R. Carr                          | EHM  | E. H. Meyers                    |
| CIC | Cedar Rapids & Iowa City Ry.        | RVM  | R. V. Mehlenbeck                |
| CTA | Chicago Transit Authority           | BJM  | B. J. Misek                     |
| WBC | W. B. Cox                           | FJM  | F. J. Misek                     |
| ADD | A. D. Dublin                        | JGM  | J. G. Munson                    |
| FDL | Ft. Dodge Des Moines & Southern Ry. | MWN  | M. W. Nash                      |
| BF  | Blair Foulds                        | BN   | B. Neuberger                    |
| EF  | Ed. Frank, Jr.                      | OPL  | Oskaloosa Public Library        |
| RWG | R. W. Gibson                        | WER  | W. E. Robertson                 |
| KH  | K. Hamilton                         | WMR  | W. M. Rogers (dec'd)            |
| CVH | C. V. Hess                          | CDS  | C. D. Savage                    |
| JFH | J. F. Humiston                      | ES   | E. Sevde                        |
| DI  | D. Idarius                          | JPS  | J. P. Shuman                    |
| IIE | Illinois-Iowa Elec. & Gas Co.       | SIR  | Southern Iowa Ry.               |
| WCJ | W. C. Janssen                       | SHSI | State Historical Soc'y. of Iowa |
| WEJ | W. E. Johns                         | BLS  | B. L. Stone                     |
| CEK | C. E. Keevil                        | PS   | P. Stringham                    |
| LK  | L. M. Kelley                        | VZ   | E. Van Dusen & H. Zillmer       |
| RDK | R. D. Kimmel                        | WEC  | Westinghouse Electric Corp.     |
| PK  | P. Kocan                            | MAZ  | M. A. Zink                      |
| JK  | J. Kona s                           |      |                                 |
| RHK | R. H. Konsbruck                     |      |                                 |



**ELECTRIC RAILFANS' ASSOCIATION**  
 90..... November, 1956...  
 1957 by the  
 Electric Railfans' Association  
 Box 503, Chicago 90, Illinois  
 and in the United States of America

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**COLOR PLATES:**

Plate I... opposite page 26:  
 Cedar Rapids & Iowa City passenger trains

Plate II... opposite page 42:  
 Waterloo Cedar Falls & Northern Ry. #142.

Plate III... opposite page 88:  
 Southern Iowa Ry. car #9.

Plate IV... opposite page 112:  
 Ft. Dodge Des Moines & Southern Ry. bridge.

Front cover... Pen and ink conception of WCF&N  
 Ry. train of cars 140-102 during World War II  
 (Credit: BJM)

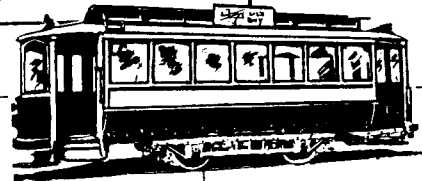
Inside both covers... Map of Iowa showing places  
 that had street railway or electric interurban  
 service at some time in the past. (Cr: MAZ)

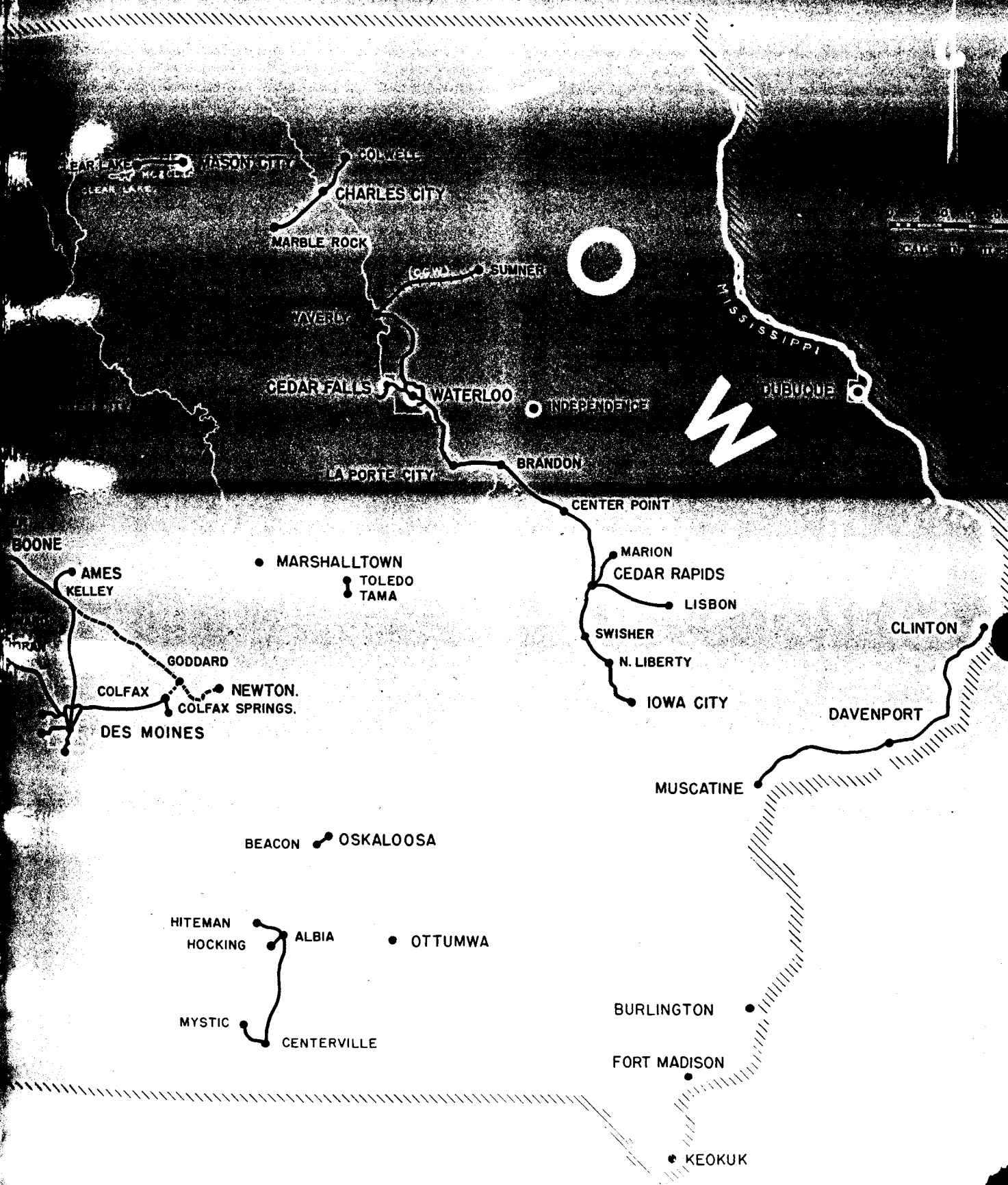
Back cover...  
 Des Moines & Central Iowa at Perry, 1947.

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| R. DeGrootte, Chmn. & Publ. Sales | 1958          |
| J. M. Canfield, Registration      | 1958          |
| F. J. Misek, Publications         | 1958          |
| R. J. Anderson, Financial         | 1959          |
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CLEAR LAKE

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SUMNER

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WATERLOO  
INDEPENDENCE

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N. LIBERTY

CLINTON

IOWA CITY

DAVENPORT

MUSCATINE

BEACON  
OSKALOOSA

HITEMAN  
HOCKING  
ALBIA  
OTTUMWA

MYSTIC  
CENTERVILLE

BURLINGTON

FORT MADISON

KEOKUK

W



