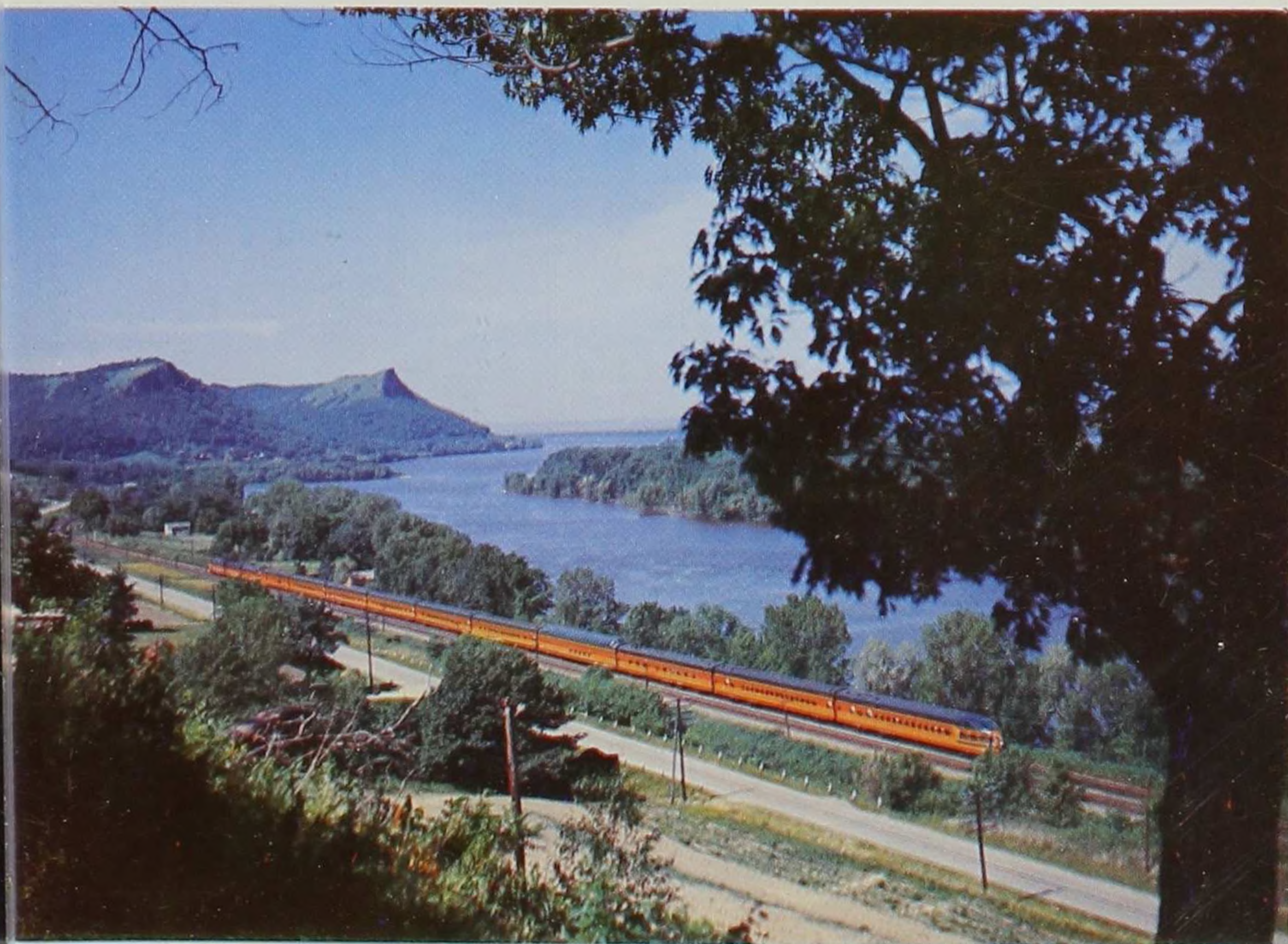


The
PALIMPSEST



Speeding Along the Mighty Mississippi

The Milwaukee in Iowa

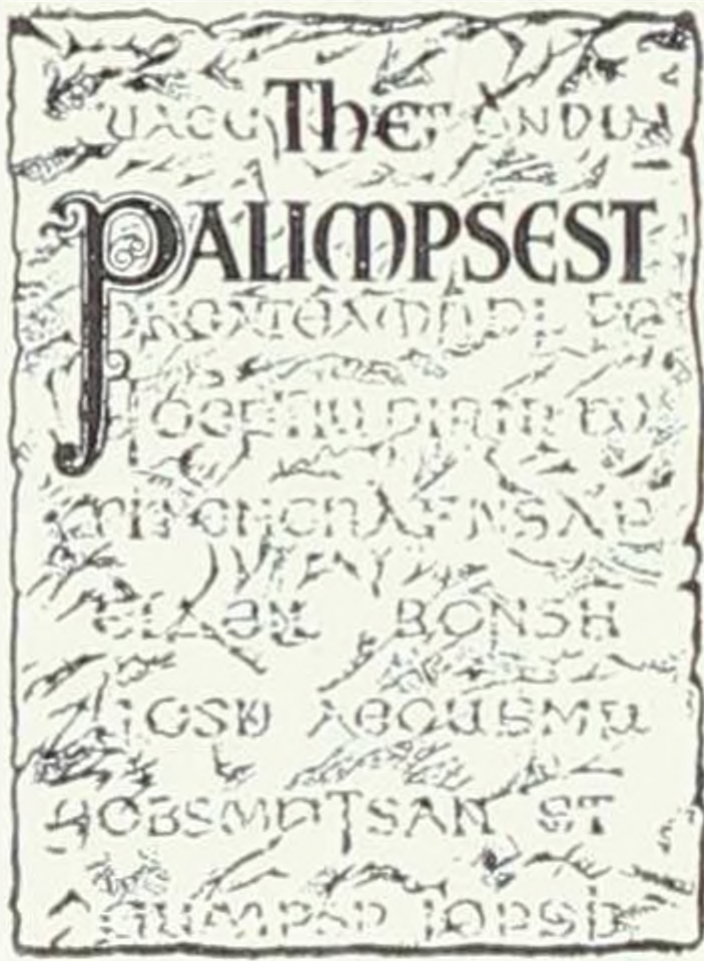
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The Meaning of Palimpsest

In early times a palimpsest was a parchment or other material from which one or more writings had been erased to give room for later records. But the erasures were not always complete; and so it became the fascinating task of scholars not only to translate the later records but also to reconstruct the original writings by deciphering the dim fragments of letters partly erased and partly covered by subsequent texts.

The history of Iowa may be likened to a palimpsest which holds the record of successive generations. To decipher these records of the past, reconstruct them, and tell the stories which they contain is the task of those who write history.

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All illustrations, unless otherwise noted, are from the Public Relations Department of the Milwaukee Road. Pictures collected by the author are specifically acknowledged.

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THE PALIMPSEST

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McGregor Gets a Railroad

The Milwaukee Road first came to Iowa when it cut across the northeastern part of the state to complete its pioneer line between Milwaukee and the Twin Cities. It also had aspirations to cross Iowa, but these did not materialize until after other railroads had achieved that end. When it really got under way, however, the Milwaukee built two horizontal routes across Iowa; and it remains today the only railroad having dual lines. Although a latecomer to Omaha, it soon played a major role in handling freight through that gateway. Then, in 1955, when the Milwaukee took over the operation of transcontinental passenger trains in conjunction with the Union Pacific, the main line across central Iowa became much more important.

The orange passenger trains and reddish-yellow cabooses have long been a distinguishing feature of the railroad. While the color has since been changed to yellow, the Milwaukee is still distinctive in livery and in service as a dominant line in the Hawkeye State. The story of the Milwau-

kee Road in Iowa begins at McGregor, where it originally came into the state.

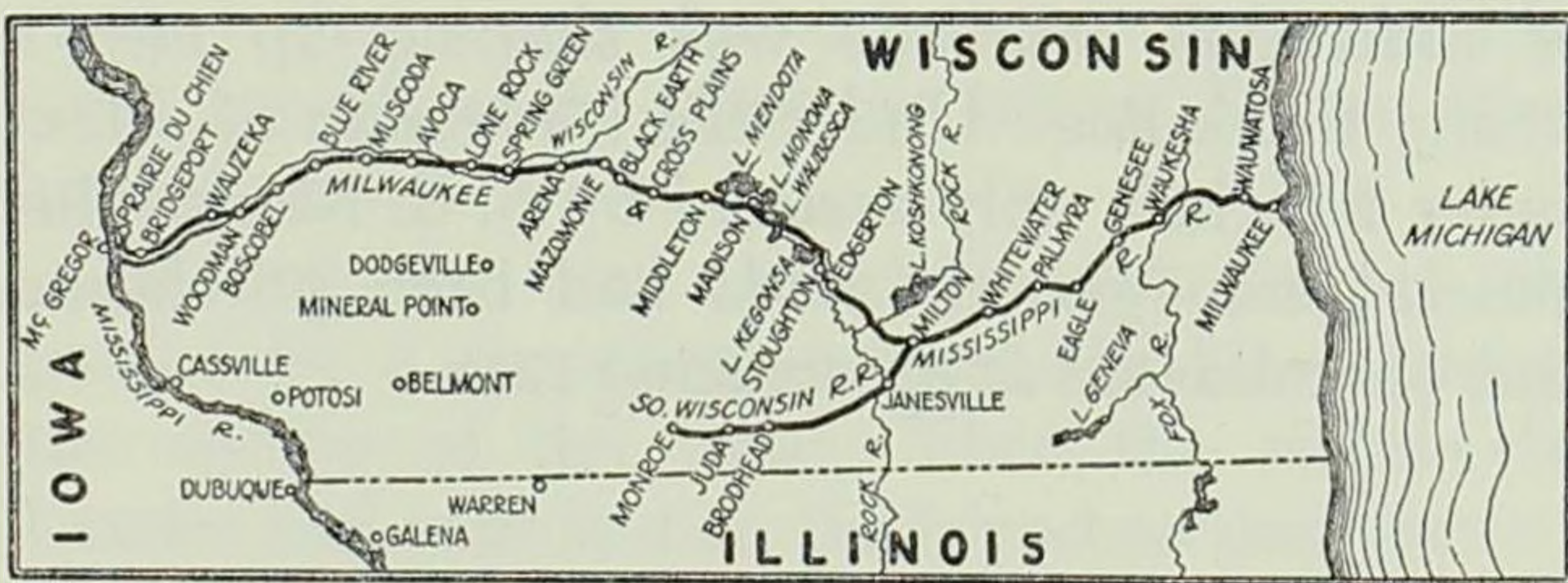
In the late 1850's, McGregor was a thriving Mississippi port opposite Prairie du Chien, Wisconsin. When the Milwaukee & Mississippi Rail Road arrived in Prairie du Chien in 1857, it caused an influx of settlers to McGregor by ferry. Soon McGregor became the marketing entrepot for northeast Iowa and a logical place from which to extend the new railroad to the Twin Cities. Moreover, the incentive to push due west was enhanced by the prospects of land grants in Iowa.

Like many alert communities in eastern Iowa, McGregor was agog with railroad plans. Projected roads were organized to go in all directions, one of which was to be a horse-propelled line to Fort Atkinson! The earliest company to operate trains, however, was the McGregor Western, which was incorporated February 12, 1863. Its first locomotive reached McGregor in October; and by March, 1864, the cars were running into Monona, fifteen miles westward.

Among the prominent men active in promoting the little road were William B. Ogden, the "Father of the North Western System;" George Greene, the versatile Cedar Rapids jurist, railroad builder, and public-spirited citizen; and William Larrabee, later governor of Iowa. It was Larrabee who did much to secure land grants and to expedite railroad construction across the northern part

of the state. Afterward, he was instrumental in fostering Granger legislation to check the abuses associated with some of the grants and to insure more adequate regulation of the railroads within the state.

Almost from the start, the McGregor Western appears to have been associated with the Milwaukee & Mississippi interests in Wisconsin. It was designed to be an extension westward from Prairie du Chien and a part of a unified through-line from Milwaukee.



The route of the Milwaukee and Mississippi to Iowa.

A contract was let with the Iowa Railway Construction Company to build the road through Conover and Cresco to the Minnesota state line. When the rails reached Conover, a new contract was signed with Russell Sage's Iowa & Minnesota Railroad Construction Company to push the rails on to Owatonna, Minnesota. In 1866, the road was completed to Cresco, and the following year, trains were running through Owatonna to the

Twin Cities. By this time, the struggling McGregor Western had been purchased by the Milwaukee & St. Paul Railway, which had already acquired the M&M and other roads, forming a pioneer through-route from Milwaukee to the Twin Cities.

Heretofore, several of the important lines which had reached Iowa from the East affiliated themselves with steamboat companies operating from St. Louis to St. Paul. But the newly formed Milwaukee & St. Paul was the first road to provide the Twin Cities with an all-rail link with the East. What had formerly been a loosely knit assortment of individual railroads was shaping up into a strong trunk line. Under the leadership of Alexander Mitchell, ably assisted by S. S. Merrill, his general manager, railroads had been purchased and consolidated at an amazing rate.

Pontoon Bridge

One of the most interesting sidelights of Milwaukee railroad history was the manner in which it crossed the Mississippi River. It was the enterprising John Lawler of Prairie du Chien, who, mindful of increased railroad traffic, began operating a line of barges between Prairie du Chien and McGregor. Lawler contracted with the railroads to ferry cars of livestock across the Mississippi for \$6 each, receiving up to \$8 for other loaded cars.

At first the cars were taken on barges and guided by a steamboat around the big island in the middle of the river. Then the resourceful Lawler had rails laid on the island so that the railroad cars could be moved more rapidly from shore to shore. Barges were loaded with the cars on one bank and pulled across to the island by a cable which was powered by a steam rig from another barge on the island's shore. A switch engine took the cars across the island. Then they were ferried a second time by cable-operated barges for the last lap of the journey to the opposite bank of the river.

Going across the island was less hazardous than going around it. Still, the possibility of losing a car in getting it on and off a barge was very immi-

ment. Then, too, whenever a freight car plunged to the bottom of the Mississippi, Lawler did not get his toll charge, to say nothing of the threat of a lawsuit. Fortunately, he had in his employ a Bavarian shipbuilder, Michael Spettel, who came to his aid. Spettel advocated a pontoon bridge to solve the problem. He did more: he whittled out a model of the proposed structure and turned it over to his employer. Lawler subsequently financed the strange bridge, which was completed in 1874.

Essentially, the bridge in the east channel was three 131-foot barges lashed together by an immense strap-iron hinge to keep the span properly aligned, yet flexible enough for vertical movement. The pontoon in the west or Iowa channel was a specially constructed single deck scow, 408 feet long, 28 feet beam, and 6 feet depth. The pontoon in each channel, when in position in line with the piling, stood at an angle with the general direction of the current of about 55° . At one end, the floating span was hinged to a permanent trestle. At the free end, a steam-operated powerhouse was installed along with a cable drum. A cable was run from the stationary approach to the drum, and from there it was anchored to a piling downstream and at right angles to the crossing. Whenever a river boat whistled for the channel the cable was wound around the drum, pulling the free end of the span toward the heavy piling and thereby opening the bridge.

Inasmuch as Lawler took out patent rights for the pontoon bridge in his own name, this action precipitated a long-standing controversy which was sparked by Spettel's dismissal in 1887. The bridge itself was Lawler's, but it would appear the patent belonged to Spettel, who failed to file a claim or take action until years after the rights had been appropriated by his employer.

The bridge continued to be controlled by the Lawler interests until John Lawler's death in 1891. It is estimated that nearly a million railroad cars crossed the floating tracks at a fee of a dollar a car. After the passing of its owner, the Milwaukee Road took over the operation of the structure.

In 1914, the east channel bridge was replaced by a stronger pontoon structure. Two years later, a new 276-foot span was installed across the west channel. At the time of construction it was said to have been the largest bridge of its type in the world.

On the new bridge, the track was cradled between two upright structures which rested on the long barge-like pontoon. By an ingenious system of cables and pulleys the track could be raised or lowered as much as eighteen feet and blocked at the desired level. Variations in track elevation were desirable because the level of the Mississippi in this vicinity could vary as much as twenty-two and one-half feet.

The Prairie du Chien-McGregor pontoon

bridges carried multitudes of immigrants on their way to homestead in Iowa, Minnesota, and the Dakotas, and trainloads of grain and other commodities to the East. They gave reliable service except when the wind was unusually high; or when, in the Spring, the spans had to be kept open for several days to prevent floating ice from crushing them.

In recent years, however, with longer and heavier trains, it has become more economical to use the Milwaukee's orthodox bridges across the Mississippi at La Crosse, Wisconsin, and Savanna, Illinois, rather than the somewhat cumbersome pontoon crossing. Furthermore, the high cost of operation and repair of the historic floating structures was not warranted in light of declining traffic. The last train crept over the quaint span at the customary 4-mile-an-hour speed limit on October 31, 1961. Shortly thereafter the bridges were dismantled.

Crossing Northern Iowa

The McGregor Western Railway originally intended building across northern Iowa along or near the 43rd Parallel and thereby secure valuable land grants. But progress was so slow the road never received any of the government land.

A new company called the McGregor & Sioux City Railway (incorporated January 23, 1868) entered the picture to resume construction and get the grant. It built from Calmar to Nora Springs, a distance of sixty-four miles, by 1869. The carrier was renamed the McGregor & Missouri River Railway; and, by 1870, when it reached Algona, its mileage had about doubled. It received land grants up to that point only to have further progress halted by adverse business conditions and the panic of 1873. To qualify for the entire grant, the road had to reach the line of the St. Paul & Sioux City Railroad in O'Brien County. But when the land grant expired in December, 1875, the track was scarcely more than half way across the state.

Meanwhile, the McGregor & Missouri River had been absorbed by the expanding Milwaukee & St. Paul system, with which it was associated from the start. Naturally the Milwaukee wanted to have the land grant transferred to it as an in-

centive to build the rest of the line in Iowa and on to Dakota. At this juncture there was strong political pressure against extending the grant. Equally significant was the fact that Iowa's home railroad, the energetic Burlington, Cedar Rapids & Northern, was pushing its line through the northwestern part of the state to Dakota. Its hat was in the ring for the forfeited lands. The battle was long and bitter, but in the end the Milwaukee won.

Since the Milwaukee & St. Paul became the Chicago, Milwaukee & St. Paul Railway in 1874, it was the latter company which actually completed the extension westward. The segment from Algona through Sheldon (where it crossed the St. Paul & Sioux City Railroad) to Hull was in operation by 1878. The next year saw trains crossing the Big Sioux River into Canton, Dakota Territory.

While the Milwaukee completed its line in time to qualify for the land grant, a change in route of the St. Paul & Sioux City (now the North Western) resulted in overlapping grants. This in turn gave rise to years of litigation in which the Federal Government, the state, the two railroads, and the "Grangers" took part.

Because of the sparsely settled nature of northern Iowa, comparatively few branches were built by Milwaukee interests. The trans-Iowa line was, in truth, more of a gateway to the Dakota Territory than anything else. The Milwaukee and the North Western vied with each other in opening up

to settlers what is now South Dakota. Indeed, Frank H. Spearman in his *The Strategy of Great Railroads* pointed out that the Milwaukee "has exploited South Dakota so long and so earnestly that it has come to be looked on by the State administration as a sort of advertising adjunct to its own and is accorded, after a manner, official recognition."

There were, however, some branches, the oldest of which was built from Conover to Decorah by the Milwaukee & St. Paul in 1869. The next year the Mason City & Minnesota Railway built a 28-mile line from the city in its title to the Minnesota border. An affiliated road continued the rails to Austin, Minnesota, where they met the trunk line linking the Twin Cities with the East.

In 1882, the Milwaukee acquired the picturesque little Iowa Eastern Railroad, connecting Beulah with Elkader. The 19-mile road, chartered in 1872, was of 3-foot gauge. For many years, William Larrabee was active in its management. Its two beautiful Mogul (2-6-0) locomotives, the *Pathfinder* and *Diamond Joe*, are said to have been the first of that wheel arrangement west of the Mississippi River. The line was also unusual in that it had iron-plated wooden rails, commonly called "strap rails," on about four miles of route in the vicinity of Elkader. These composite rails caused trouble, especially in very cold weather when the iron straps would curl up and derail trains.

Operating in rugged, hilly country, the short line was subject to bad washouts, one of which ripped out the track between Elkader and Stulta causing that end of the line to be abandoned. After purchase by the Milwaukee, the road was widened to standard gauge, and the 4-mile Elkader-Stulta section was rebuilt.

At the western end of the state, the Milwaukee built the 9-mile Rock Valley-Hudson (South Dakota) cutoff in 1880. This reduced the time of trains running from Sioux City to the East when the railroad entered the latter city only from the north.

Since the Canton and Sioux City line weaves in and out of Iowa and South Dakota, a brief history of it is in order. The stretch from Sioux City to Elk Point, South Dakota, was built by the Dakota Southern Railroad in 1872. The road from the latter community north along the Big Sioux River was the responsibility of the Sioux City & Pembina Railway. It built from Elk Point to Calliope in 1876, and to Canton in 1878. After a series of consolidations all these lines became the property of the Milwaukee by 1881.

The rivalry between the Burlington, Cedar Rapids & Northern and the Milwaukee in northwestern Iowa was intense and led to classic right-of-way fights and to the construction of one ill-fated branch. When the BCR&N wanted to cross the Milwaukee's main line at Emmetsburg in building

up to Estherville, it had to do so by force. The road waited until Sunday, when injunctions could not be issued, and with a crew of men ripped up the Milwaukee track and put in its own crossing frogs. Mustering up its own force a few days later, the Milwaukee tore out the crossing and kept a string of freight cars on the disputed territory. When a train appeared, the cars were sidetracked to let it pass and then quickly returned to the crossing. The inevitable court battle followed in which the BCR&N won the right to cross.

Alarmed by this incursion and still trying to keep what it regarded as an intruder out of its territory, the Milwaukee, under S. S. Merrill's supervision, commenced its own line to Estherville. Merrill, it is said, aspired to extend the road through Jackson and Crookston, Minnesota, and thence to Winnipeg.

Soon the two roads were building side by side northward from Emmetsburg. At the town of Osgood, the BCR&N was to cross to the east side of the Milwaukee's line. When they got there, they found their rival on the spot with an engine blocking the track where they had to cross. The steam bulwark remained there until removed by a court injunction. Both roads then resumed the race, which ended with the Milwaukee reaching Estherville a day or two before its competitor. But the winner in 1882 proved to be the loser in 1889, for the Milwaukee, after operating the line at a heavy

loss, abandoned it. Today one can still see the old grade to the east of the present Rock Island line — a mute reminder of crossing fights and unfulfilled dreams.

The Milwaukee fared better when it built from Spencer to Okoboji to tap the largest lakes in Iowa and share that resort area with the Burlington, Cedar Rapids & Northern. The 17-mile branch was opened in 1882, and the following year it was extended another three miles to Spirit Lake. Shortly afterward both roads had hotels beside the lakes and boats with cruising vacationists on their waters. The two railroads soon made the Okoboji-Spirit Lake area a popular watering place for Iowans; a role which is largely forgotten in this day when the automobile has put the locale within a few hours' drive for everyone in the state.

Westward to Omaha

The Milwaukee's second trans-Iowa line, which went through the central part of the state, was late in reaching Omaha. The North Western, the Burlington, and the Rock Island had already preceded it. Perhaps it never would have been built had it not been for the management team of Alexander Mitchell and S. S. Merrill. They were not content to see the Milwaukee play a minor role in the Hawkeye State.

The Omaha-Council Bluffs gateway had been the acknowledged entrance to the West ever since the first transcontinental railroad was completed in 1869. True, the Milwaukee dominated the Twin City portal to the Pacific Northwest, but in an expanding economy this was not enough. With only one significant western gateway, it made the Milwaukee second best to the North Western, which through affiliated lines reached *both* Omaha and the Twin Cities. To Mitchell and Merrill such a role was unthinkable. The Milwaukee, under their aggressive leadership, recognized no superior. They would see to it their railroad would dominate the central west as it did the northwest. They would go to Omaha!

The first lap of the route across mid-Iowa was

under the banner of the Sabula, Ackley & Dakota Rail Road, which was organized in 1870. As a matter of fact, the road was built with the helping hand of the Western Union Railroad, which had reached Savanna, Illinois, opposite Sabula. The Western Union (no relation to the well-known telegraph company of the same name) was in turn controlled by Milwaukee interests. To the uninitiated it looked like a haphazard assortment of strange railroads, but under the shrewd maneuvering of Alexander Mitchell it was the making of a new trunk line.

Western Union agreed to advance \$3,000 a mile for the Sabula road so it could reach Marion. A contract was let to the Sabula & Marion Railway Construction Company; and by December, 1870, the trains were running to Preston, twenty miles westward. Less than two years afterward the whistle of locomotives was heard in Marion. In the meantime, the "Sabula" was purchased by the Milwaukee, and through service was instituted over affiliated roads to the city of Milwaukee. Money troubles, accentuated by the panic of 1873, however, checked westward progress for a decade. But when work was resumed on the 260-mile stretch across the prairie from Marion to Council Bluffs, track was laid within a year's time! This long section of line, built by the Chicago, Milwaukee & St. Paul itself, was in operation by the end of 1882.

There is no question that the new line was a good investment. The Milwaukee, according to one authority quoted by the *Railway Gazette* of February 22, 1884, had "from the very beginning captured one-fourth of the Chicago-Council Bluffs through freight and almost ruined the value of the passenger business."

On the other hand, the road had great difficulty in getting the trains into Omaha over the Union Pacific. At one time, the Milwaukee teamed up with the Rock Island in an attempt to build a separate bridge over the Missouri River before wresting trackage rights over the UP's structure.

During the late 1870's and through the 1880's, numerous independent railroads built in Iowa. Aware of this, the Milwaukee management took steps to control and purchase those they considered desirable feeders. Then, too, there was always the likelihood a competing trunk line would purchase the "independents" and muscle in on Milwaukee preserves.

The oldest of the independents which came into the Milwaukee fold was the meandering Dubuque South Western Rail Road, which was leased in 1878 and purchased three years afterward. The "Dubuque" road began its existence as the Dubuque Western Railroad and was incorporated September 10, 1855. It started at Farley, a point on what is now the Illinois Central, twelve miles west of Dubuque. By 1859, the little road had

reached Sand Springs, fourteen miles to the southwest. In 1860, trains were running into Amana, when financial difficulties led to its reorganization as the Dubuque, Marion & Western Rail Road. Once again the road became insolvent. It emerged as the Dubuque South Western, which managed to extend the track to Marion by 1863. In another two years, it had laid track into the much more important community of Cedar Rapids.

The "Dubuque" road for a time was headed by Captain J. P. Farley, who operated a line of steamboats on the Mississippi and was instrumental in running the first "steam cars" on the present-day Illinois Central in Iowa. Also associated with the enterprise was William B. Allison, Morris K. Jessup, Platt Smith, and others, all prominent men, who later did much to get the Illinois Central started across Iowa. But, unlike the IC, the line to the southwest was never a financial success and remained local in character. It was poorly built and had steep grades and inferior equipment. There was an especially severe grade on the 9-mile section between Sand Springs and Marion. Shortly after the road was controlled by the Milwaukee this section was abandoned and a 2-mile connection built from the Springs to Paralta. Thereafter trains ran on the Milwaukee tracks from the latter town to Marion.

A far longer railroad system was the Davenport & North Western Railway which was acquired by

the Milwaukee in 1879 and consisted of about 150 miles. Incorporated as the Davenport & St. Paul Rail Road, August 26, 1868, the road seems to have had as stormy a financial existence as that of the hectic Dubuque property. By 1872, it boasted of a main line running from Davenport to Delaware, a distance of eighty-nine miles, and a 38-mile branch from Eldridge to Maquoketa. When a scant year later, tracks were laid between Delaware and Fayette, the railroad was only forty-eight miles short of the Minnesota state line. Indeed, it had graded most of the way from Fayette to Cresco, the latter being on the Milwaukee's line to the Twin Cities. Here was a serious threat of competition, especially if the newcomer would be picked up by one of the larger systems in Iowa.

When the Davenport & St. Paul Rail Road defaulted on its \$6 million mortgage held by J. Edgar Thomson, head of the powerful Pennsylvania Railroad, William Dennison of Ohio, and others, the company was reorganized as the Davenport & North Western. Still in a precarious financial state, the Milwaukee had little trouble in getting control. The line was extended from Fayette to Jackson Junction by its new owners in 1880. Here it linked up with the Milwaukee's Iowa & Dakota Division and was soon integrated into the bigger system.

With the Omaha gateway in their hands, Mitchell and Merrill had out-generated the North

Western, which had vigorously tried to defeat them. The Milwaukee had eclipsed the North Western, more than held its own with the Rock Island, and ably competed with the powerful Burlington. In the cutthroat competition of the 1880's, the Milwaukee was a stormy petrel, getting new lines under its wings each year.

Chicago, Milwaukee & St. Paul R'y.

To Rockford, Rock Island, Dubuque, Clinton, Sioux City, Yankton, Council Bluffs, Omaha, etc.

STATIONS.	No. 1. Daily.	No. 3 Daily.	No. 5. Ex. Sun.	No. 7. Ex. Sun.
Chicago.....lve	12 30pm	10 40pm	8 30am	4 00pm
Elgin .....arr	1 55 "	12 05am	10 05 "	5 10 "
Rockford "	3 55 "	b 2 20 "	12 05pm	7 15 "
Forreston "	4 23 "	2 30 "	12 33 "	.....
Lanark..... "	4 54 "	3 04 "	12 59 "	.....
Mt. Carroll..... "	5 07 "	3 18 "	1 12 "	.....
Savanna..... "	5 30 "	3 40 "	1 30pm	.....
Bellevue..... "	6 46 "	b 5 15 "	.....	.....
Dubuque..... "	7 45 "	b 6 10 "	.....	.....
West Union..... "	.....	b 10 30 "	.....	.....
Fulton..... "	b 7 07 "	.....	.....	.....
Moline..... "	b 8 27 "	.....	.....	.....
Rock Island... "	b 8 40 "	.....	.....	.....
Sabula..... "	5 52 "	4 17 "	.....	.....
Lyons, (Ia.) .. . "	b 6 42 "	b 10 00 "	.....	.....
Clinton, (Ia.) .. "	b 6 52 "	b 10 10 "	.....	.....
Preston..... "	6 48 "	5 09 "	.....	.....
Delmar Jct..... "	7 21 "	5 40 "	.....	.....
Maquoketa .. . "	b 7 40 "	b 7 05 "	.....	.....
Oxford Jct..... "	8 15 "	6 22 "	.....	.....
Monticello .. . "	b 9 12 "	b 9 10 "	.....	.....
Anamosa..... "	.....	b 9 50 "	.....	.....
Marion..... "	9 30 "	7 35 "	.....	.....
Tama..... "	11 41 "	10 08 "	.....	.....
Madrid..... "	1 58am	12 35pm	.....	.....
Perry..... "	2 46 "	1 50 "	.....	.....
Coon Rapids .. . "	3 41 "	2 50 "	.....	.....
Manning..... "	4 31 "	3 35 "	.....	.....
Manilla..... "	4 55 "	4 00 "	.....	.....
Sioux City..... "	8 20 "	b 7 40 "	.....	.....
Yankton..... "	b 10 54 "	b 10 05 "	.....	.....
Neola..... "	6 19 "	5 40 "	.....	.....
Council Bluffs..... "	7 00 "	6 10 "	.....	.....
Omaha arr	7 30am	7 05pm	.....	.....

Additional trains leave Chicago for Elgin at 10 30 a. m., 5 15 p. m. and 6 20 p. m. daily except Sunday, and at 4 p. m. Sunday only, arriving at Elgin at 12 10 p. m., 6 35 p. m., 8 00 p. m. and 5 50 p. m. respectively.

The River Road

We have traced two Milwaukee routes across Iowa, leaving only one significant part of the system unmentioned. This is the line hugging the west bank of the Mississippi, formerly known as "The River Road," and stretching from the Minnesota border through Dubuque to Clinton. Up until its purchase by the Milwaukee in 1880, the route was more or less independently operated.

The initiative for a north-south line along the Father of Waters stemmed from the desire of Dubuque to get more river trade, particularly during the winter months, when ice halted navigation. Moreover, McGregor, its principal Iowa rival on the north, boasted of being on the new railroad to the Twin Cities.

One of the chief promoters of the "River Road" was Platt Smith, who was active in railroad building in eastern Iowa, especially around Dubuque. A big, robust man, Smith had migrated from New York State to the Territory of Iowa where he engaged in lumbering. Possessing only a meager education but determined to be a lawyer, Smith studied in log cabins, in sawmills, and on steamboats, whenever he had the chance. After passing the bar examination, he practiced law and later

opened an office in Dubuque. A man of great versatility and keen intellect, he was associated with many of the city's business enterprises, particularly the new industry of railroading. It was Platt Smith, for example, who helped bring the Illinois Central to Dunleith, better known as East Dubuque, Illinois. It was Smith, too, who aided its course westward from Dubuque.

Platt Smith was a leading spirit in organizing the Dubuque & McGregor Railway, which was incorporated March 20, 1868. It was chartered to connect the two cities in its title. The following year, the name was changed to the Dubuque & Minnesota Railway and the articles amended so it could extend to Winona, Minnesota. A branch up the Turkey River and beyond to Mankato, Minnesota, was also authorized. Smith, as head of the Dubuque & Minnesota, started construction northward along the Mississippi. In 1871, when the road was renamed the Chicago, Dubuque & Minnesota, it already had a 117-mile route carved out of the river bluffs from Dubuque to La Crescent, Minnesota. By this time, however, James F. Joy and his Burlington associates were dominating the road. In 1872, it completed its 13-mile Turkey River Junction-Garber Branch.

Meanwhile, a separate corporation called the Dubuque, Bellevue & Mississippi Rail Way, organized January 31, 1870, commenced building southward from Dubuque. It was affiliated with

the road to the north, and many of the officers held identical positions in the two companies. In view of the fact that the "south" River Road was also interested in making connections with Lake Michigan, it was retitled the Chicago, Clinton & Dubuque Railroad in 1871. That year its rails reached Sabula Junction, forty-four miles to the south. From the Junction, running rights were had over the Sabula, Ackley & Dakota for about five miles. Beyond that point, an additional two miles were constructed, bringing it to the "Midland Railroad" (now the North Western), over which it operated into Clinton.

To service and to repair equipment, the two River Roads built extensive shops in Dubuque which, until the time of their purchase by the Milwaukee, employed about 100 men. Dubuque, likewise, served as headquarters for the two lines, and later, under the Milwaukee's jurisdiction, it became the operating base for the Dubuque Division.

The panic of 1873, together with high construction cost and other factors, put the River Roads into receivership. After a merry round of reorganizations, name changes, and consolidations, the River Roads were combined to form the Chicago, Clinton, Dubuque & Minnesota Rail Road in 1878.

In the meantime, branches were being built into the hinterlands. By 1877, the narrow gauge Waukon & Mississippi (organized April 15, 1875) fin-

ished its 23-mile line between Waukon Junction on the Mississippi and Waukon. Its first train, pulled by a neat American-type locomotive coupled to five flat cars filled with excursionists, arrived in Waukon on October 27, 1877, amid much rejoicing. The road soon came under the Joy interests, and plans were made to extend it to Decorah and into Minnesota. Considerable grading was done, and tracks were laid several miles beyond Waukon. Then the Chicago, Clinton, Dubuque & Minnesota acquired it and all building ceased. It was converted to standard gauge shortly thereafter.

Further south, the Turkey River Branch had been extended to Wadena in 1878. Still further to the south another road, long in name and narrow in gauge, ended its little rails at Cascade. This was the bucolic Chicago, Bellevue, Cascade & Western Railway, whose line started in Bellevue. It was likewise taken over by the Chicago, Clinton, Dubuque & Minnesota in 1880. Because the Cascade road was the oldest narrow gauge in Iowa, and the last to survive in the state, a separate chapter is devoted to it.

The River Road with all its branches was now a 300-mile entity which connected with the main line of the North Western at Clinton. On the north it hooked up with the Milwaukee's Iowa & Dakota Division at McGregor, and at La Crescent, Minnesota, both with its line running to

Madison, South Dakota, and its Milwaukee-Twin Cities main line.

The River Road, while associated with J. F. Joy, was still independently operated and never made a part of the Burlington Railroad, which the Joy interests dominated. As a consequence, the North Western and the Milwaukee looked with envy at the River Road. A clash soon resulted between the two trunk lines when both sought control. The North Western officials, a contemporary account records, were riding over the line in their business car and were getting ready to buy the River Road. Unfortunately for them, the Milwaukee officials got wind of the negotiations. While the North Western car was tied up for the evening at Lansing, the Milwaukee beat them to it by purchasing the road that night! At any rate, the Milwaukee took title to the Chicago, Clinton, Dubuque & Minnesota on October 19, 1880.

Shortly after the purchase, the new owners extended the rails into Clinton, but only after a spirited crossing fight with the "Midland" to get into the city. Trackage rights over the North Western were then quickly terminated.

In securing the River Road, the Milwaukee had matched its wits against the North Western and won. It had purchased the road from under the nose of the Burlington (Joy) interests and entrenched itself along the Mississippi. The loss to the Burlington, however, was not great, for it later

built a fine new road on the east side of the river. But if the North Western had succeeded in picking up the property, it would have seriously affected the growth of the Milwaukee system. In short, the River Road was not so valuable in itself as it was a competitive threat in the hand of a rival!

Chicago, Milwaukee & St. Paul R'y.

To Northern Iowa, Central and Southern Dakota.

STATIONS.	No. 1. P. du C.	No. 1. C. & C. B.	No. 3. P. du C.	No. 3. C. & C. B.
Chicago.....lve		a12 30pm		c10 40pm
Savanna....."		5 40 "		4 10am
Dubuque....."		8 10 "		6 15 "
NorthMcGregor.....arr		11 00pm		8 40am
Chicago.....lve	b11 30am		c10 30pm	
Milwaukee....."	2 55pm		1 30am	
Madison....."	7 10 "		5 00 "	
Prairie duChien.....arr	10 50 "		8 20 "	
NorthMcGregor....."	11 30pm		9 05am	
NorthMcGregor.....lve	a11 45pm		b 9 15 am	
Postville.....arr	12 50am		10 20 "	
Calmar....."	1 30 "		11 00 "	
New Hampton....."	2 40 "		12 40pm	
Charles City....."	3 24 "		1 30 "	
Nora Springs....."	4 02 "		2 47 "	
Mason City....."	4 25 "		3 15 "	
Clear Lake....."	4 49 "		3 53 "	
Garner....."	5 12 "		4 19 "	
Britt....."	5 33 "		4 44 "	
Algona....."	6 15 "		5 33 "	
Emmetsburg....."	7 05 "		6 30 "	
Ruthven....."	7 29 "		6 55 "	
Spencer....."	7 55 "		7 25 "	
Spirit Lake....."	11 15 "			
Sanborn....."	9 10 "		9 00 "	
Sheldon....."	9 44 "		10 05 "	
Rock Valley....."	10 36 "		11 22 "	
Canton....."	11 20 "		12 25am	
Sioux Falls....."	b12 11pm			

The Golden Age of the Milwaukee

August Derleth, in his history of the Milwaukee, calls the Mitchell-Merrill era "The Golden Age of the Milwaukee Road." With the exception of the Des Moines-Spencer line, the Kansas City Cutoff, and a few unimportant branches, the system in Iowa had been completed when Mitchell died suddenly in 1887.

Too much credit can scarcely be given these two railroad statesmen. They complemented each other as few rail executives have ever done. Alexander Mitchell was a shrewd judge of men, deliberate, calculating, but not afraid to take a chance although weighing each move carefully. He had a sturdy, stocky figure, a commanding face, and luxurious whiskers. Immaculate in dress, courteous in manner, he looked and acted like a dynamic executive. In contrast, Sherburn S. Merrill was tall and angular, often careless in dress, nervous in manner, and ever on the move. A man of direct action, Merrill was markedly aggressive and always on the offensive.

Each man might well have succeeded in his own right, but when teamed together they were well-nigh invincible. They had great respect for each other's abilities. When Mitchell became president

in 1865 (Merrill became general manager about the same time), the Milwaukee had about 850 miles of track. When Mitchell died trackage had risen to over 5,000 miles. Moreover, Iowa in 1887 accounted for 1,573 miles — or more of the Milwaukee's mileage than any other state.

In his *Transcontinental Railway Strategy*, Julius Grodinsky declares the "punch and drive that characterized the management early in 1879 was largely the work of Merrill, although Mitchell uniformly supported his program." This view is supported by Albert Keep, head of the North Western, who averred the Milwaukee's policy was dictated by Merrill in all things "as absolutely as if he were the sole owner of the property." Under Merrill's general managership the Milwaukee invaded the North Western territory at every opportunity.

Along with the North Western, the Milwaukee did battle with the Rock Island and the Burlington in maintaining its position in the Midwest. When the latter built its own line into the Twin Cities in the 1880's, the Milwaukee retaliated by entering Kansas City. The first part of the "KC" extension was made from Cedar Rapids to Ottumwa and finished in 1884. From Ottumwa the line ran in a southwesterly direction to Kansas City, which it reached in 1887.

Another important and logical extension was the branch constructed southeast from Sioux City

through Rodney to Manilla, where it connected with the Chicago-Omaha line. The section north of Rodney was in service by 1886; the section south of that point was in operation the next year. This gave the Milwaukee an alternative route to the East from Iowa's packing center which was better and shorter than over the Iowa & Dakota Division.

Among the secondary items of construction during this period was the continuation of the Turkey River Branch to West Union in 1882. Seven years later the Maquoketa Branch reached Hurstville by a 2-mile extension. It was incorporated in 1888 and built under the name of the Maquoketa, Hurstville & Dubuque Rail Road.

The Milwaukee's mileage in Iowa remained static until President Roswell Miller brought the system into the state capital. This was effected by the purchase of the 146-mile Des Moines, Northern & Western Railroad in 1899. At the time of the acquisition, the road had a line running in a northwesterly direction from Des Moines to Fonda, and a branch from Clive seven miles west of Des Moines to Boone.

The 178-mile route connecting the capital of Iowa with the state's chief lake area began with the ill-fated Des Moines Western Railway, which was incorporated in 1871. With high spirits and slender resources, the road planned to build from Des Moines through Waukee, Adel, and Panora

to the Mississippi River. It did some grading between Adel and Waukee and faded out of the picture. Meanwhile, the populace of Adel, seat of Dallas County, was fearful that the county seat would be removed to some other locale already on a railroad. They took the initiative of reorganizing the dormant road in 1875 as the Des Moines, Adel & Western Rail Road. Most of the officers were from Adel with T. R. Foster as president, who was shortly to be succeeded by J. T. Caldwell. The pipsqueak short line was poorly graded, narrow in gauge and merely connected Adel with Waukee, a 7-mile link. As Ora Williams recalled:

The locomotive was much like a mine engine, with the water tank slung saddle fashion over the boiler. There were one or two freight boxcars in which wood benches had been set up for the guests. The two or three flatcars had boards across for seats for the youngsters. . . . There was no turntable, so the locomotive that pulled the train from the county seat, pushed the cars back, most of the way down hill, to the temporary platform across the river from the town [Adel]. There had not been enough money with which to build over the Raccoon River.

Passenger service was inaugurated in 1878 soon after the initial train, loaded with excursionists, returned to Adel by moonlight. Tom Ashton, the liveryman, served as general manager, conductor, and ticket agent; Sam Ward, the town blacksmith, filled the post of engineer; and Wes Howe, a local boy, shoveled coal into the locomotive.

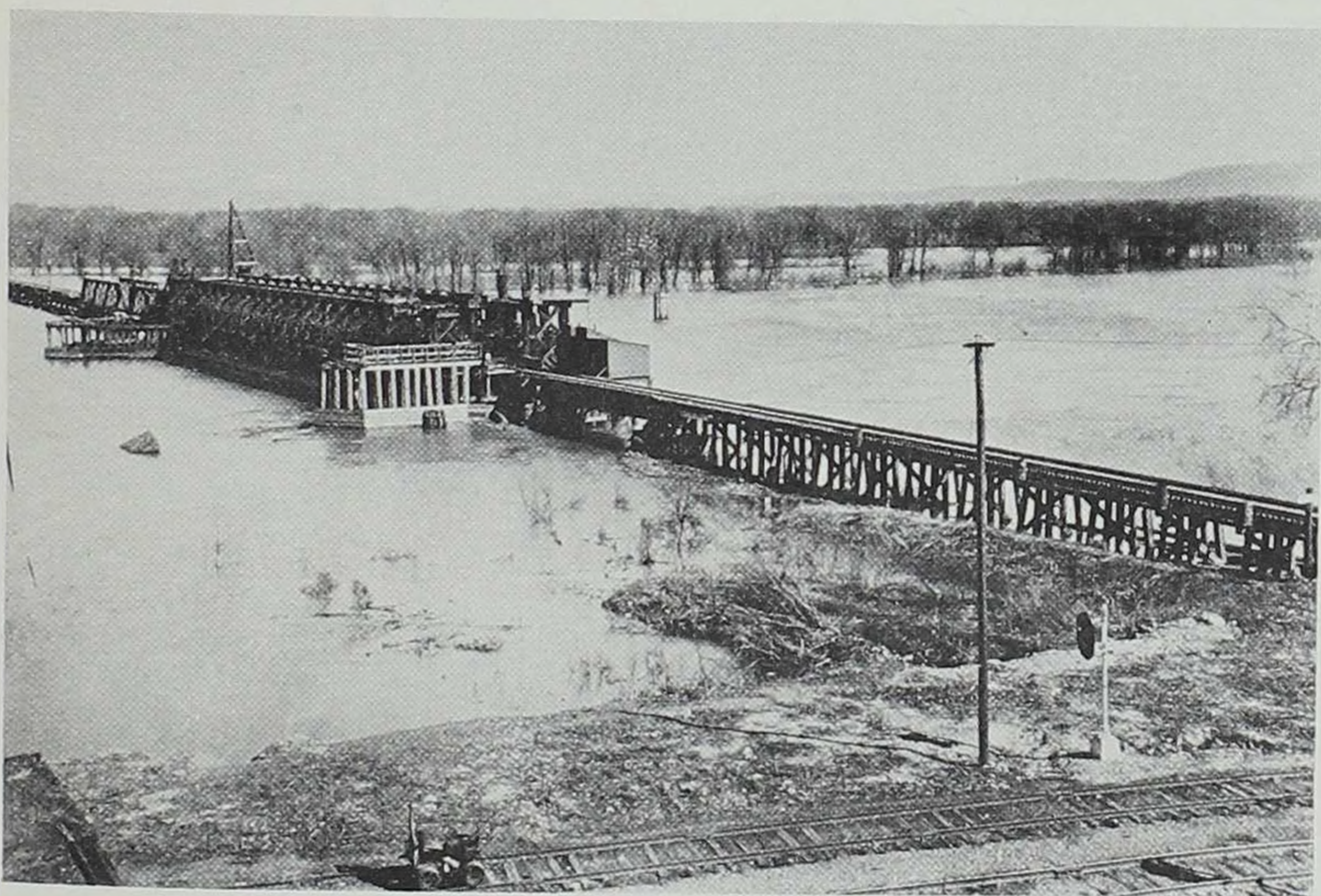
Of limited importance, the narrow gauge did, nevertheless, succeed in keeping the county seat permanently in Adel. In 1879, the little rails reached Panora. Under the name of the Des Moines North Western Railway, the struggling company built through Rockwell City into Fonda, seventy miles from Panora. This was in 1881, when the Wabash leased the road and underwrote most of the cost of the extension. For a time, access to Des Moines from Waukeee was had over the Des Moines & Fort Dodge Railroad (now the North Western), which added an extra rail to accommodate the narrow gauge rolling stock.

Although surveys were made into the Okobojo and Spirit Lake country and considerable grading was done, the Road never built beyond Fonda. The Wabash went into receivership in 1884, and not long afterward the narrow gauge was returned to its owners. But the 3-foot system was enlarged when it consolidated with the Des Moines & Northern Railway in 1891. The latter had a narrow gauge line from Des Moines westward to Waukeee, where it connected with the road to Fonda. But that part which stood for "Northern" in its name ran in that direction from Clive — midway between Des Moines and Waukeee — to Madrid and Boone. The road started its existence under the highly pretentious name of the St. Louis, Des Moines & Northern and was incorporated May 21, 1881. It was completed in 1882.

For many years Grenville M. Dodge, Civil War general, railroad builder, statesman, and one of Iowa's foremost citizens, headed the company. It was leased to the Wabash in 1881, and the lessee aided in its building. When the Gould lines later went bankrupt, the narrow gauge was left to shift for itself.

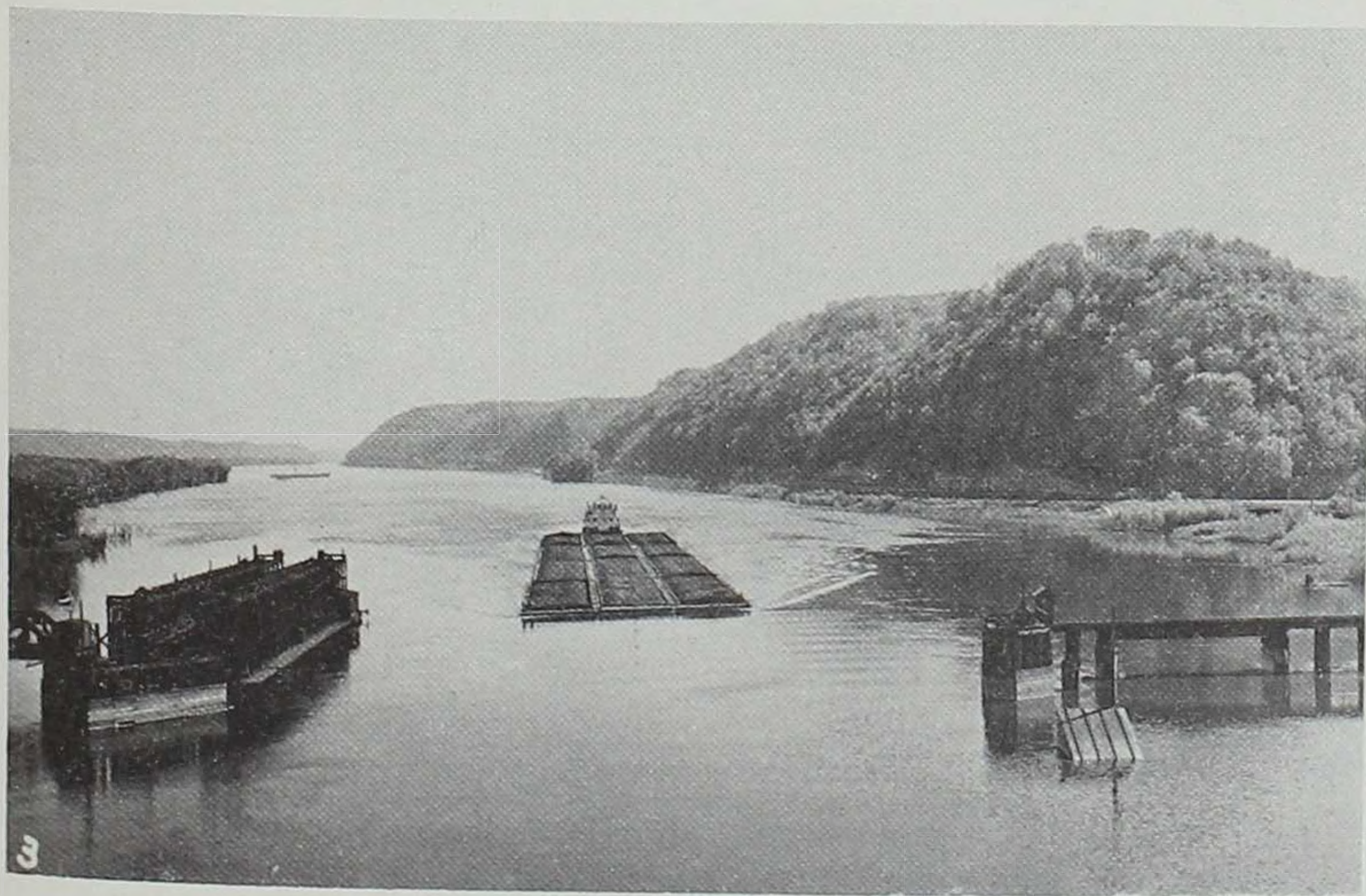
Since the "Dodge" line went to Des Moines, it was only logical that the Fonda road should secure trackage rights over it from Waukee to Iowa's capital. Indeed, the two companies were more or less under the same interests. With the amalgamation of the two roads to form the Des Moines, Northern & Western Railway, F. M. Hubbell became president and Dodge vice-president. By 1891, the entire system was broadened to standard gauge. After numerous reorganizations and name changes, the Milwaukee got controlling interest in 1894 and purchased the "Des Moines" company from F. M. and F. C. Hubbell five years later, making it the Des Moines Division.

To integrate the property with the Iowa & Dakota Division, the Milwaukee extended the road from Fonda to Spencer, a distance of forty-three miles, in 1899. At Spencer it also hooked up with the Spirit Lake Branch, thereby opening up a direct route from Des Moines to the popular resort and vacation area. At the same time, a 38-mile branch was completed from Rockwell City to Storm Lake.



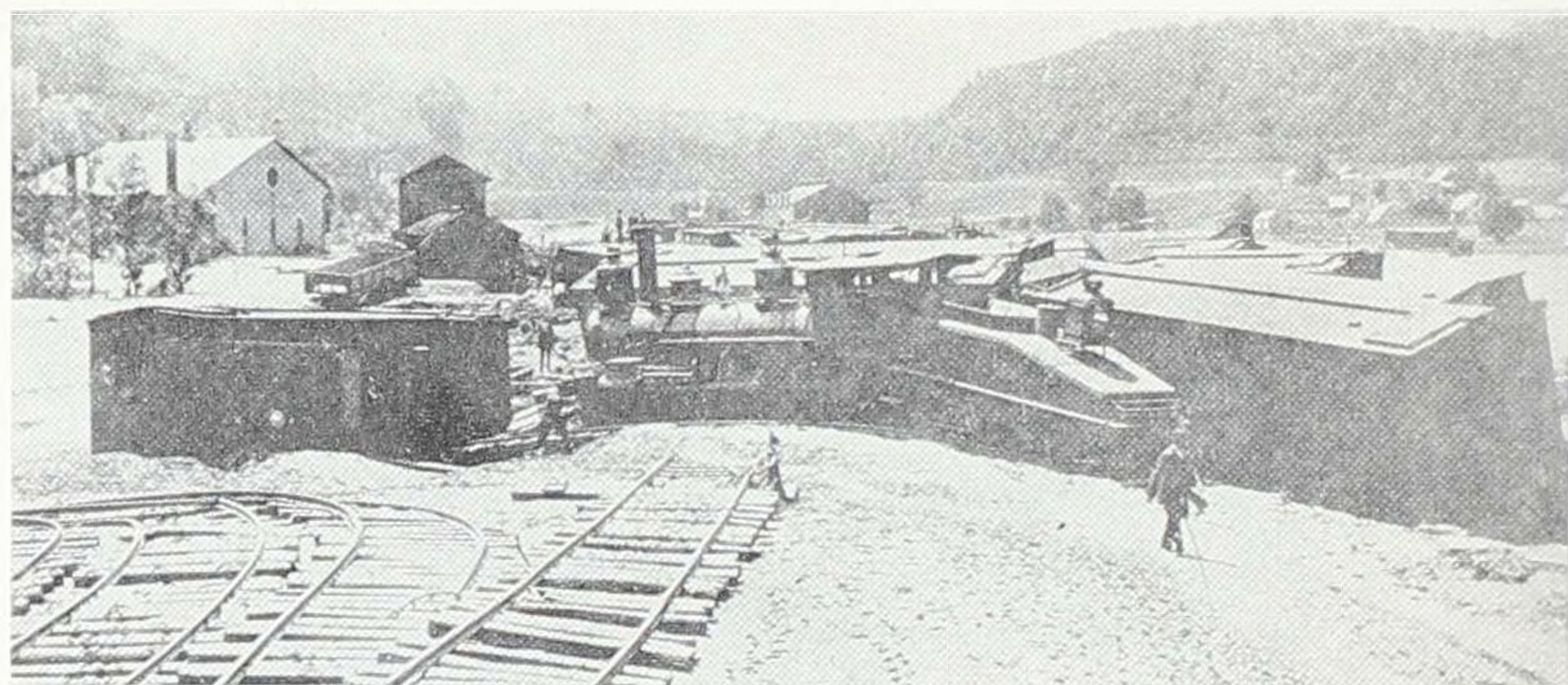
Courtesy Milwaukee Road

Pontoon bridge over west, or Iowa channel of Mississippi at Marquette.



Alma B. Almarode

Pontoon bridge open for tow of coal barges. Bridge dismantled in 1961.



Harold Davison Collection

Washout of Marquette (North McGregor) yard of C. M. & St. P. Locomotive #310.

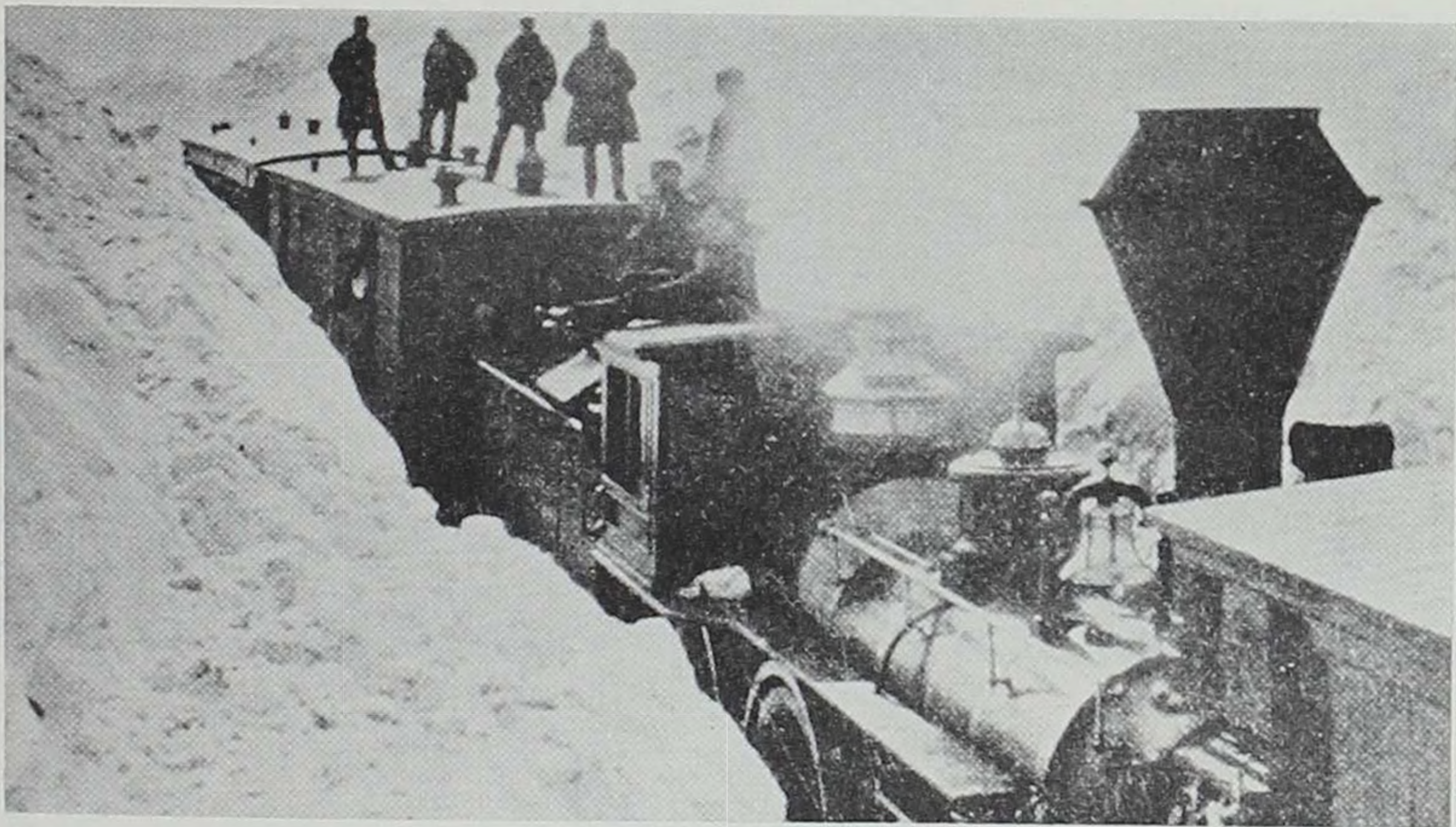


Harold Davison Collection

Derailed of Milwaukee stock train at Ossian, Iowa, in mid-1890's. Locomotive 451.

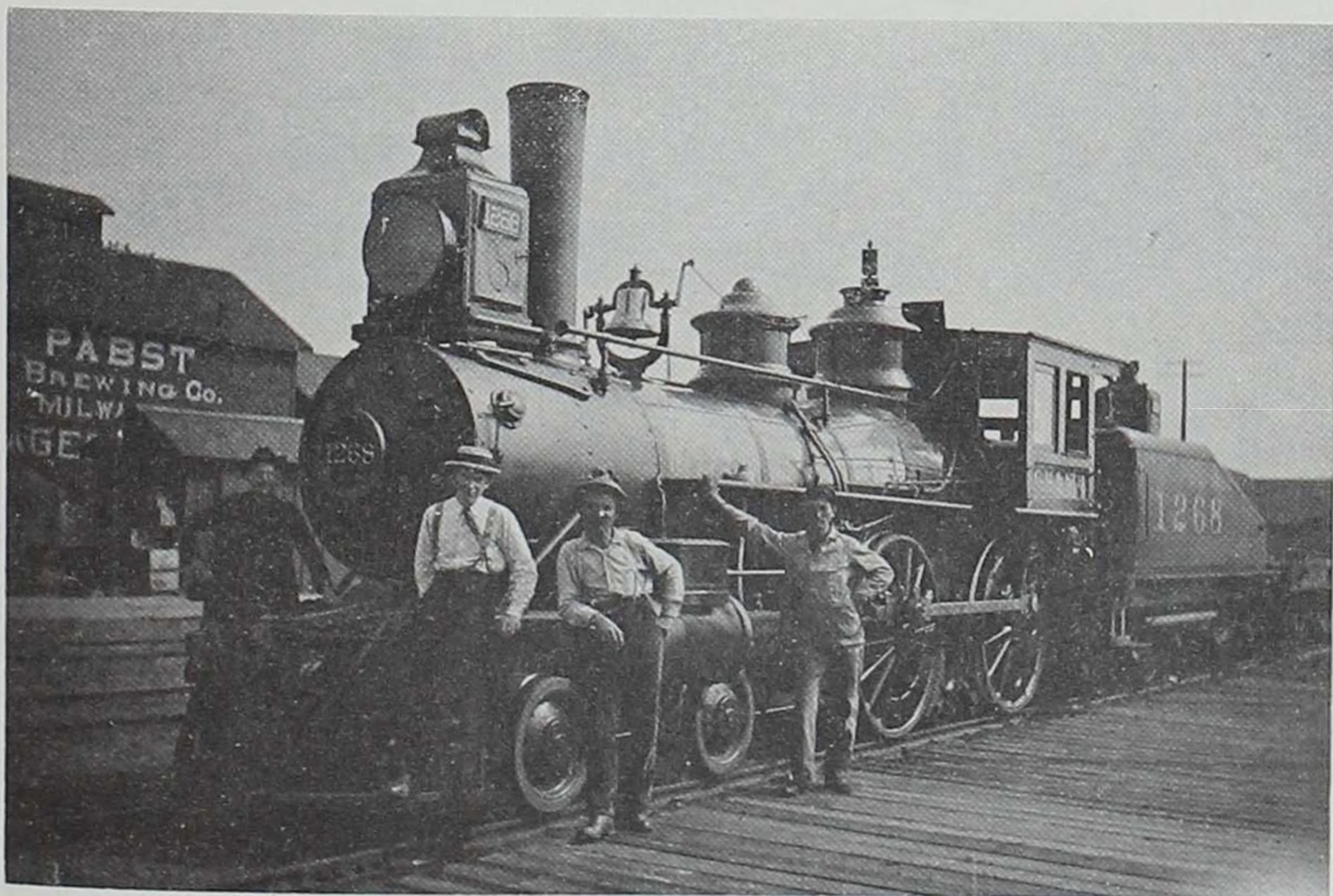


Midwest Hiawatha leaving Chicago for Iowa.



Courtesy Milwaukee Road

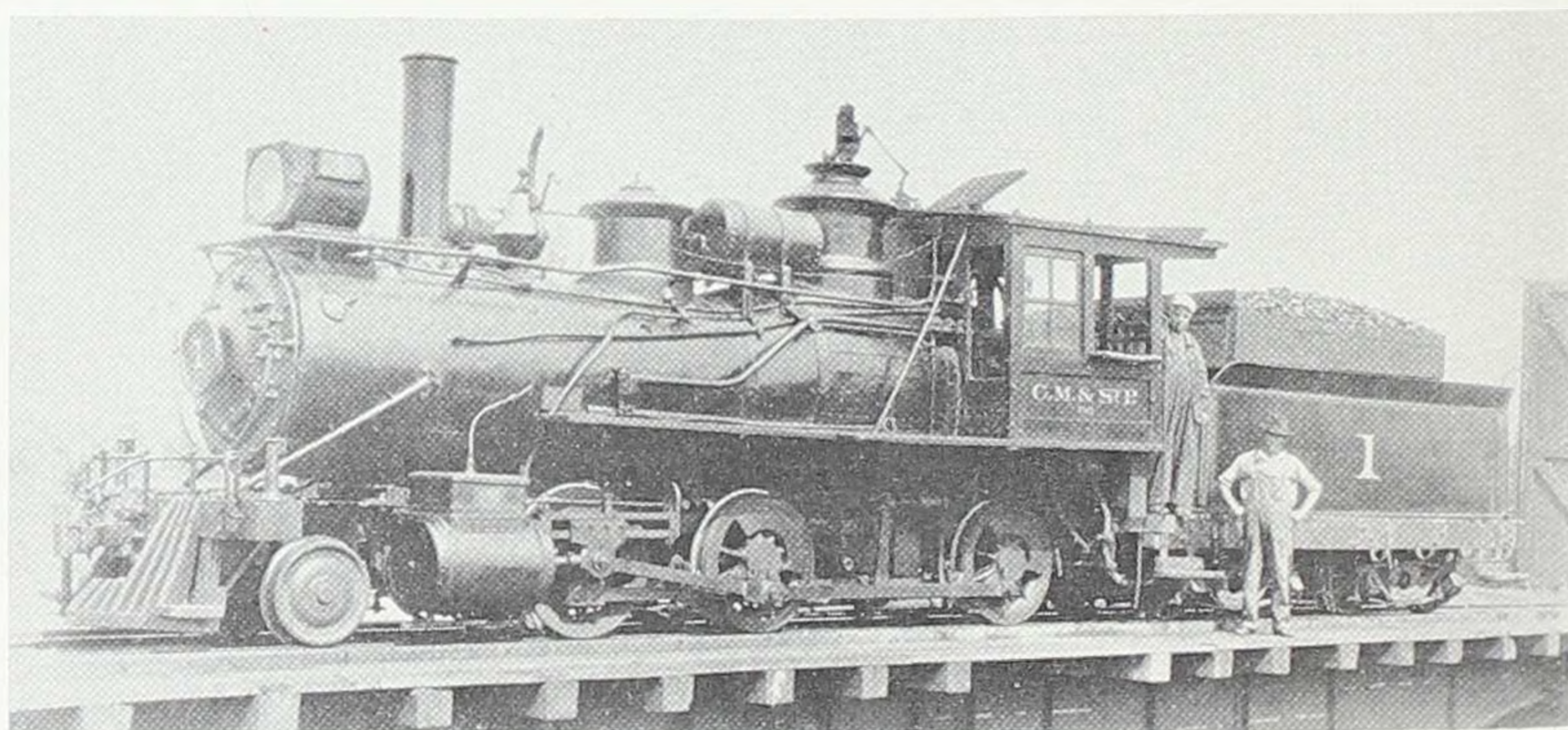
Early Milwaukee train snowbound on Iowa-Minnesota Division, winter of 1868-69.



Railroad Magazine

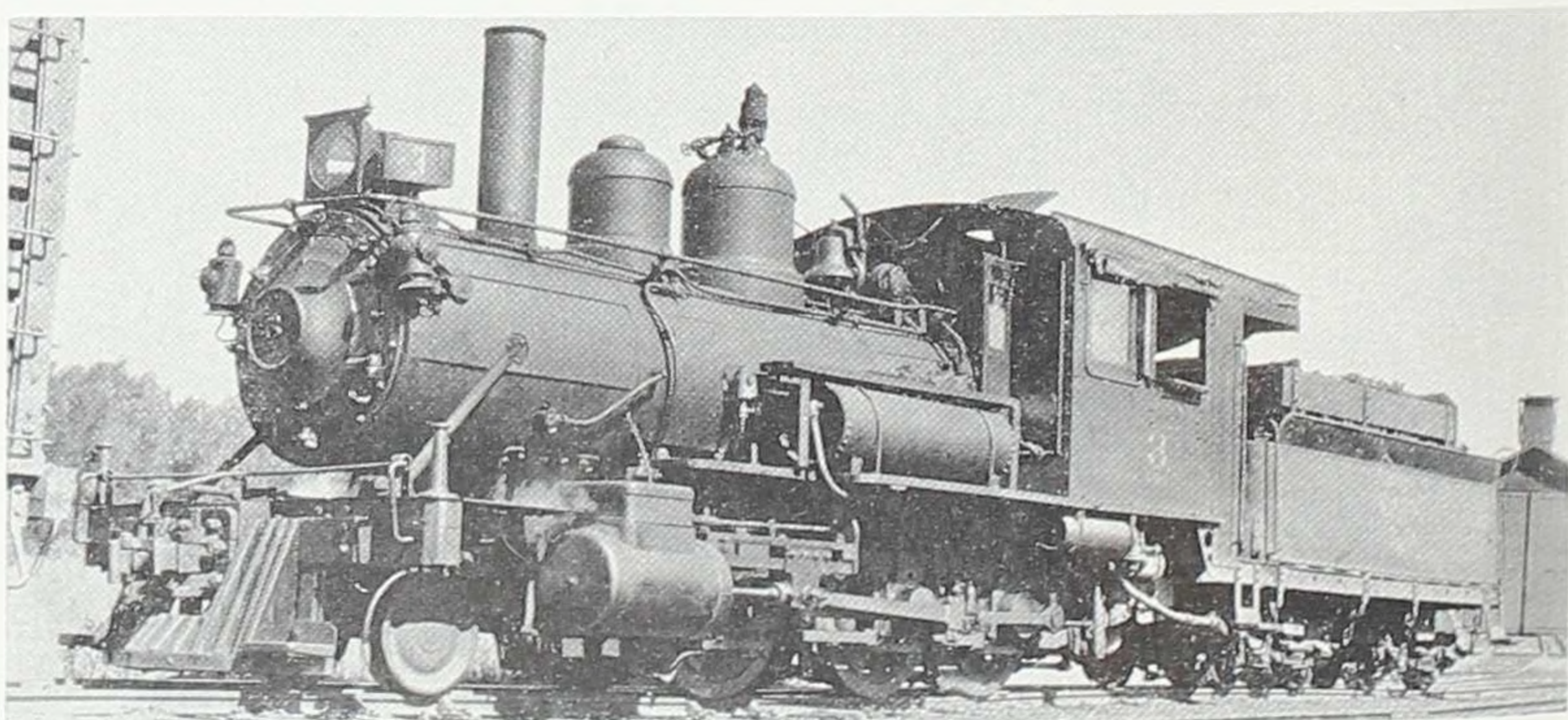
Switch engine at Lyons, Iowa, about 1890.

ON THE BELLEVUE & CASCADE



Ray W. Buhrmaster Collection

This one-spot Mogul-type engine built by Brooks in 1889 for Bellevue & Cascade.



Ray W. Buhrmaster Collection

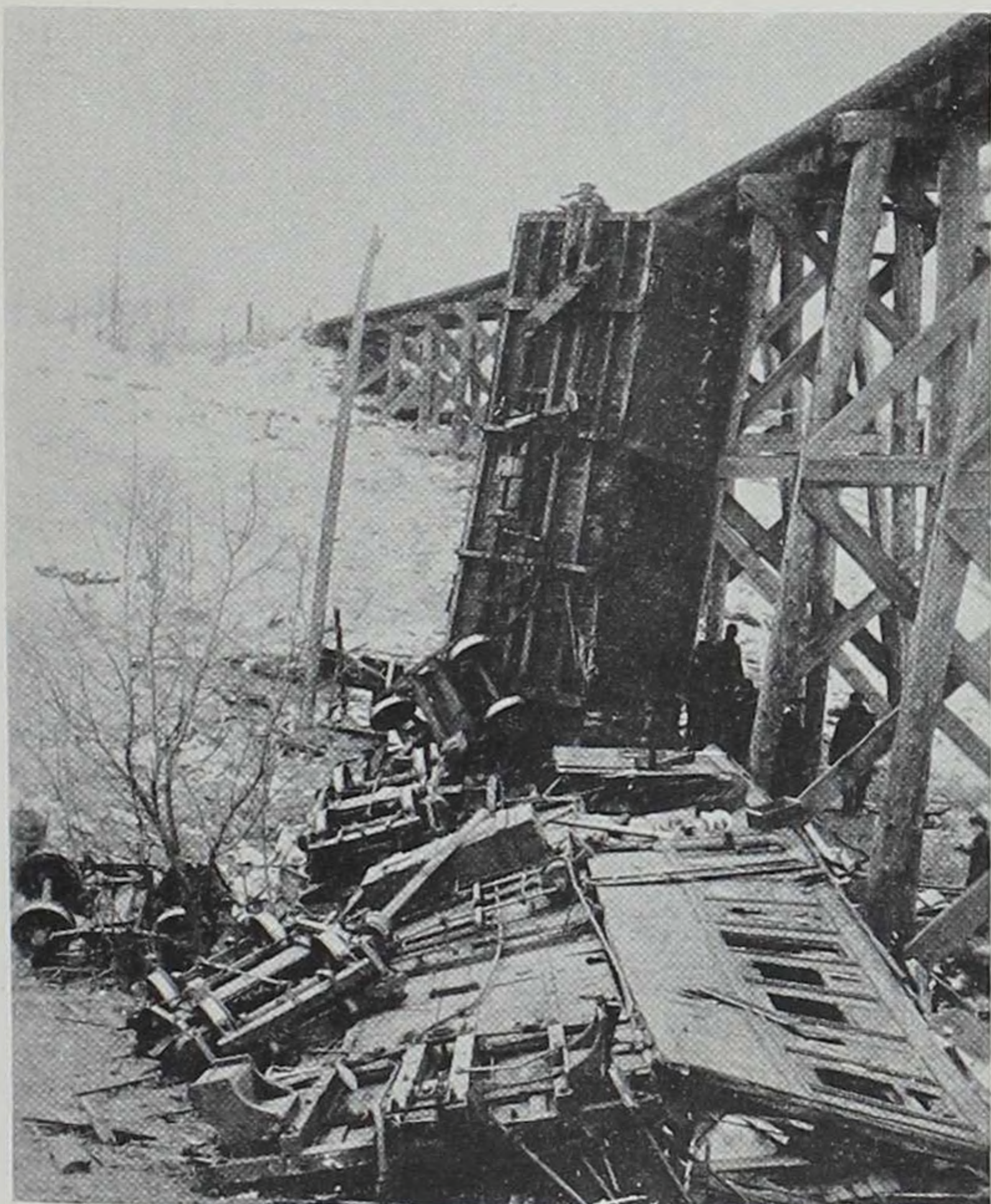
Old No. 3 was outshopped by Baldwin in 1890 for Bellevue & Cascade.



Ray W. Buhrmaster Collection

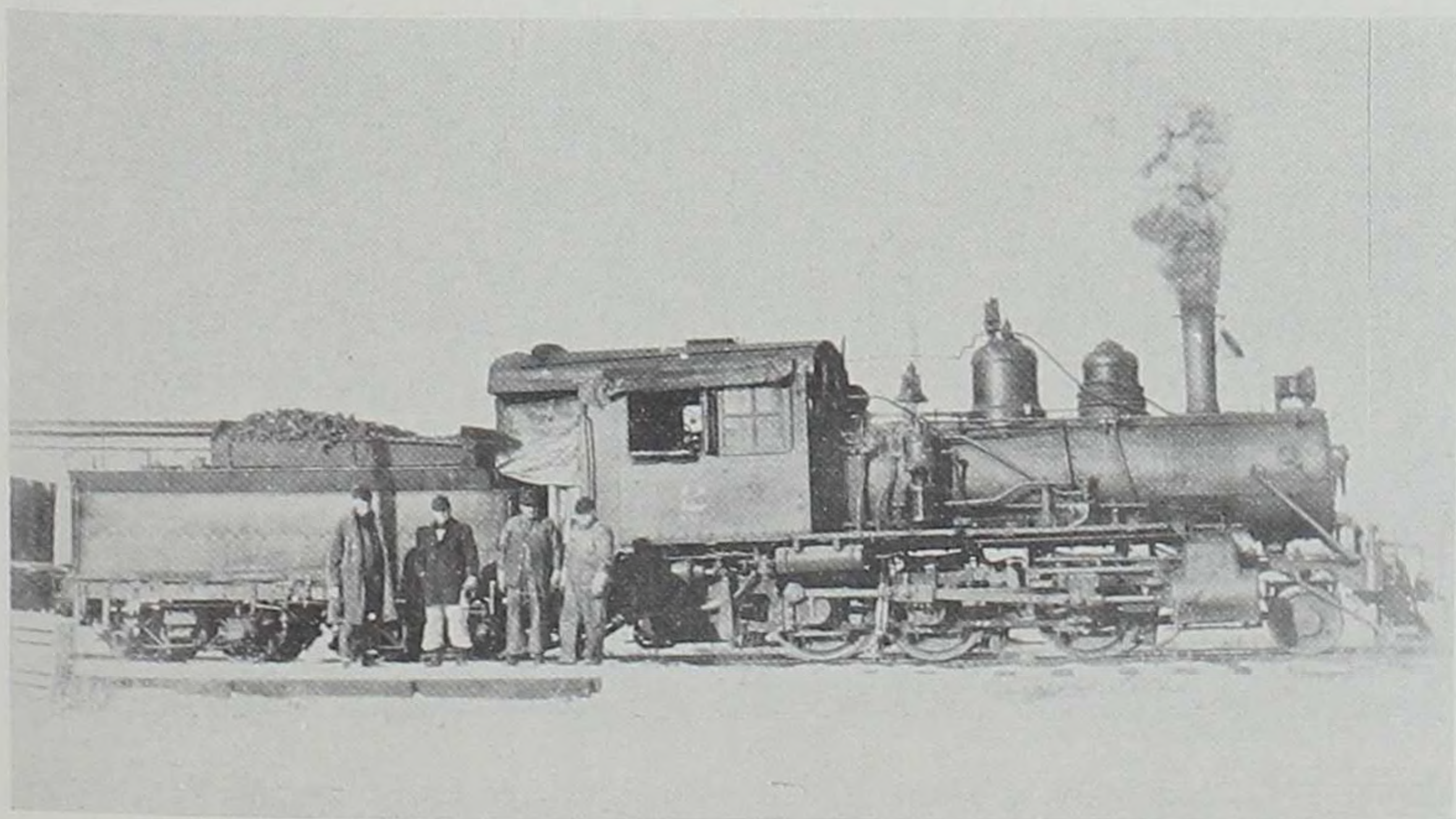
Cooke-built No. 4 operated on the Cascade branch.

NARROW GAUGE RAILROAD



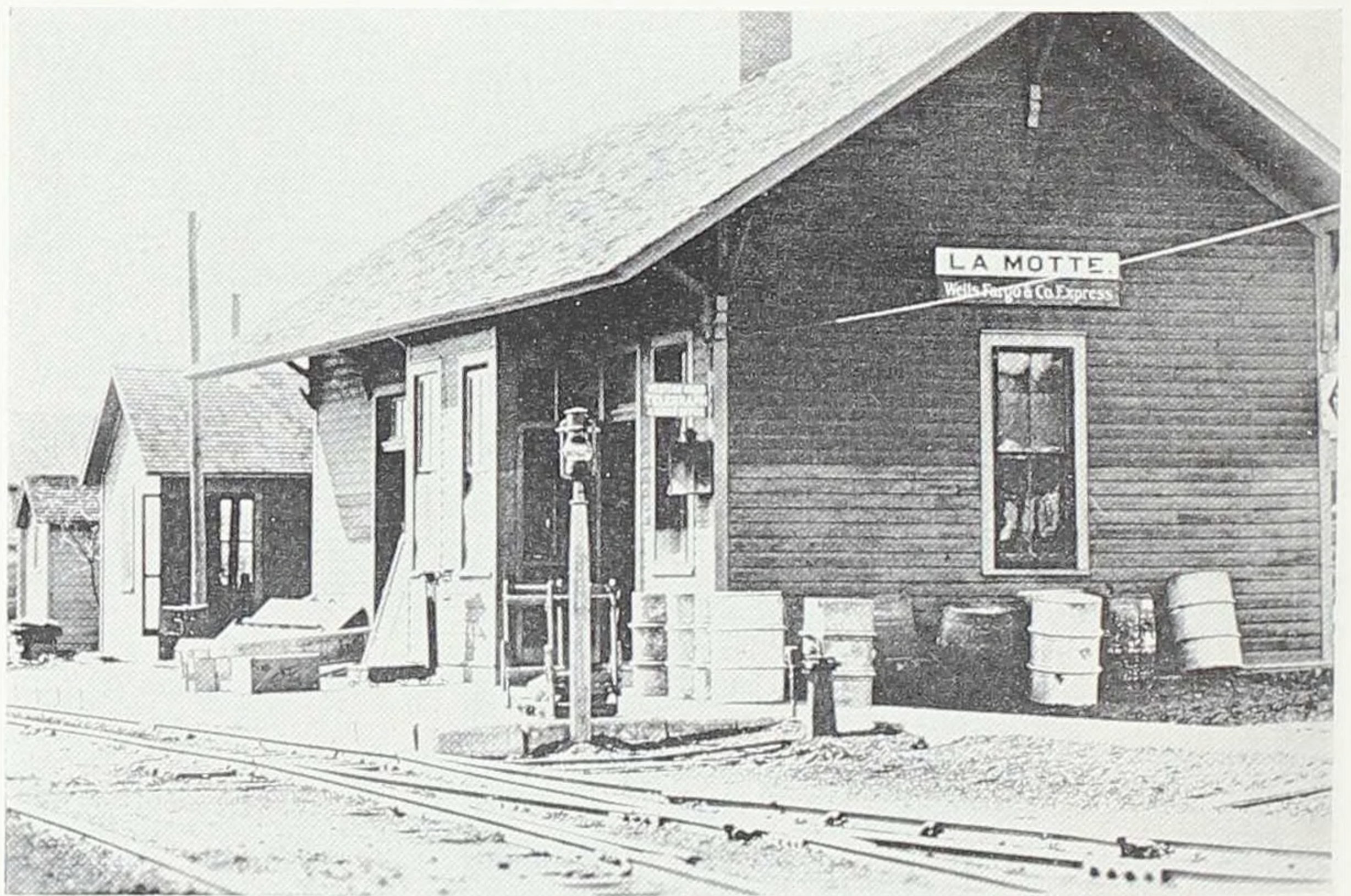
W. F. Armstrong Collection

Narrow gauge wreck near Washington Mills, Iowa, on February 22, 1907.



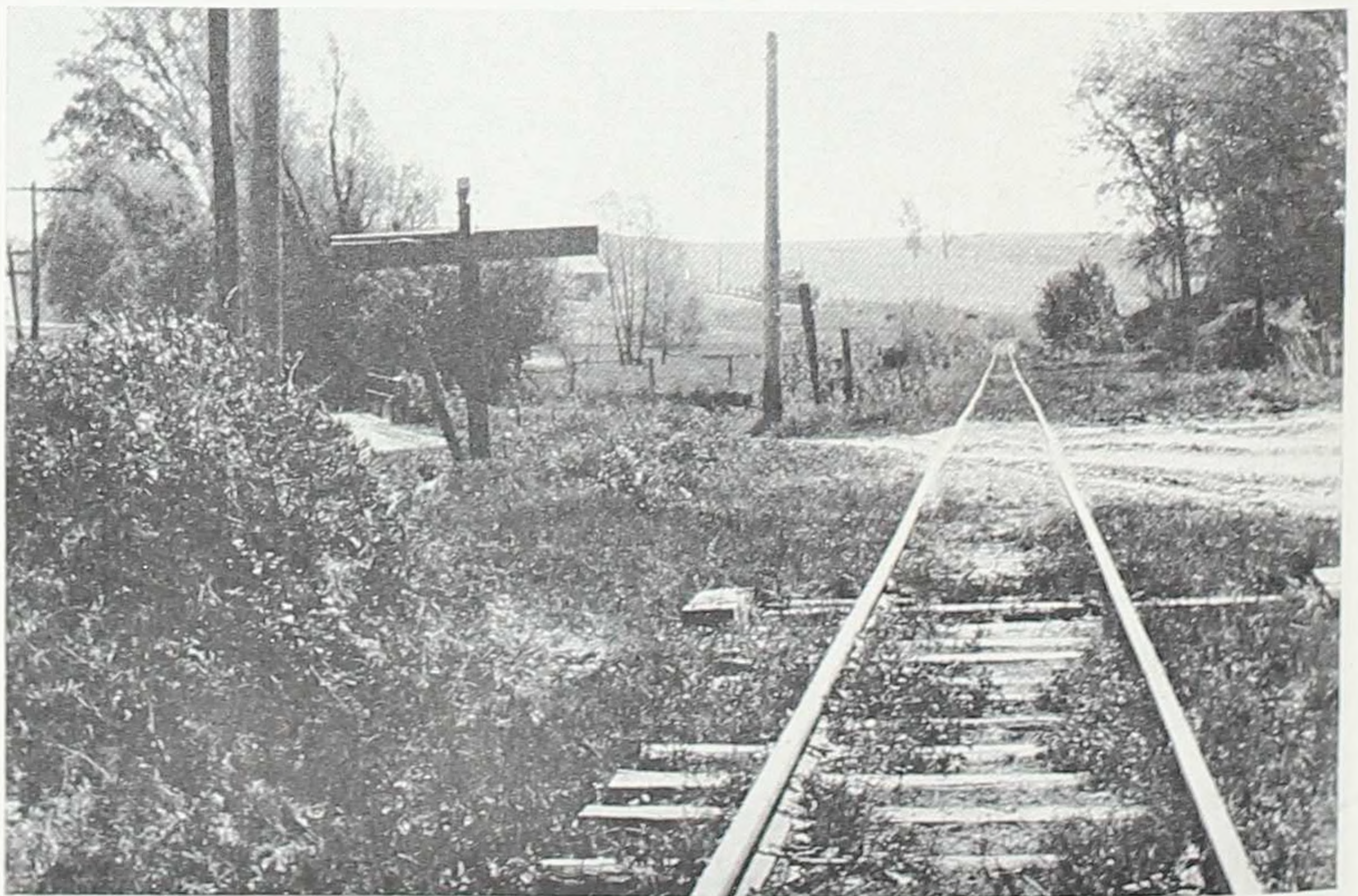
A. L. Lee Collection

Crewmen pose in front of their Baldwin engine No. 2 on Bellevue & Cascade.



A. L. Lee Collection

La Motte, with its kerosene lamp and Wells Fargo Express sign, was a typical station on the "narrow gauge."



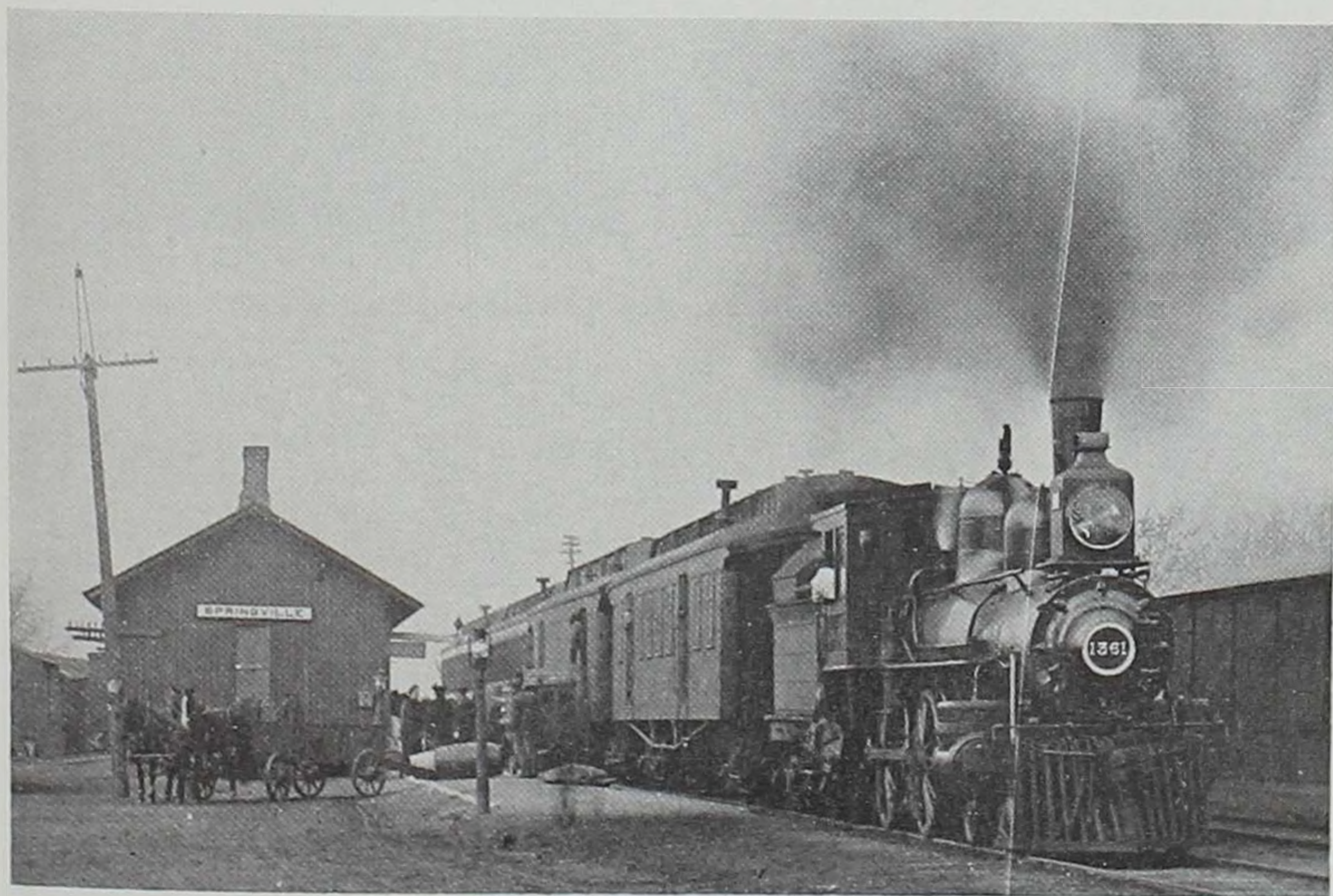
A. L. Lee Collection

Bellevue & Cascade narrow gauge grade crossing between La Motte and Washington Mills.



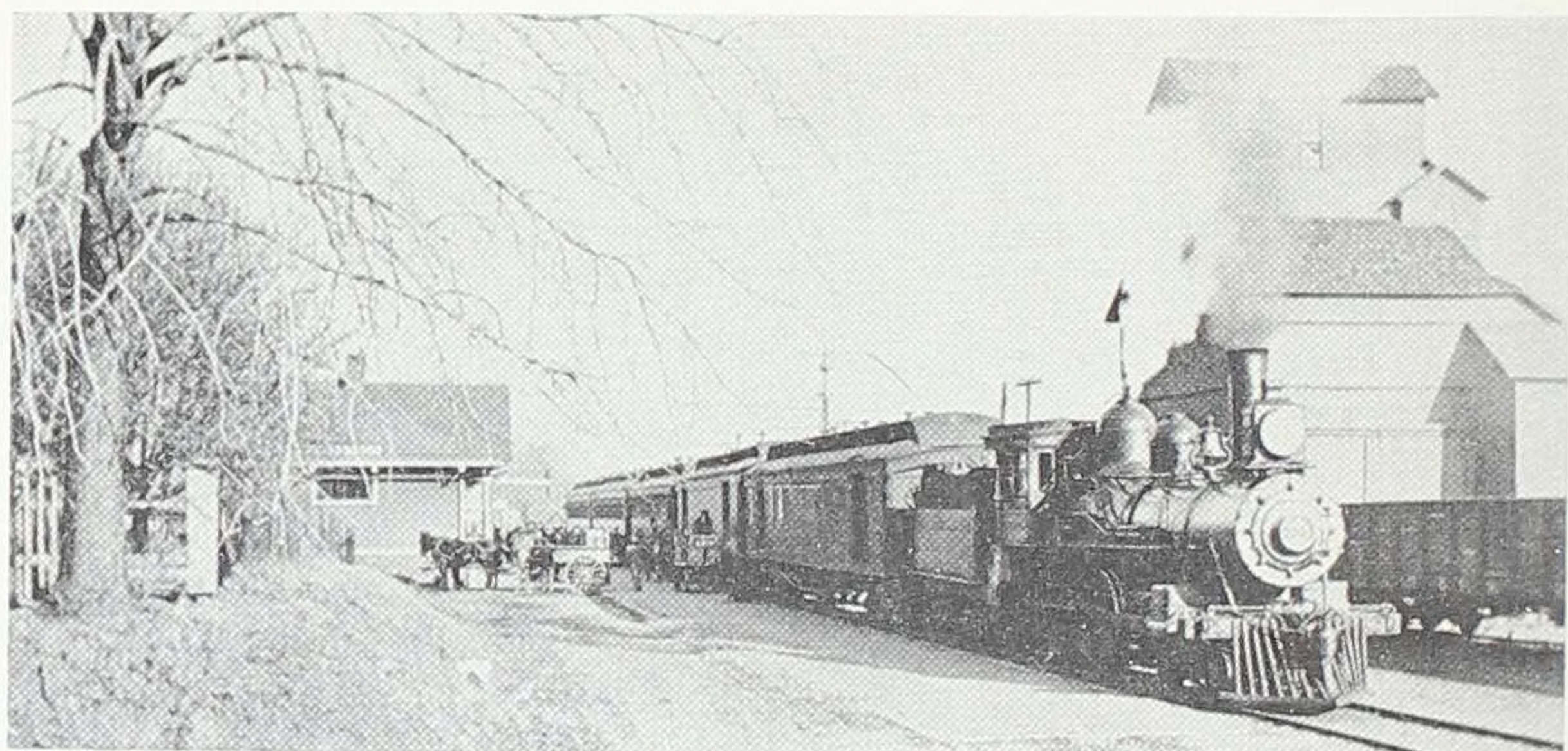
*E. H. Meyers Collection
J. P. Vander Maas Collection*

Little local train which ran between Monticello and Farley at Monticello depot, 1908.



E. H. Meyers Collection

Train-time at Springville on branch between Cedar Rapids and Jackson Junction, 1908.



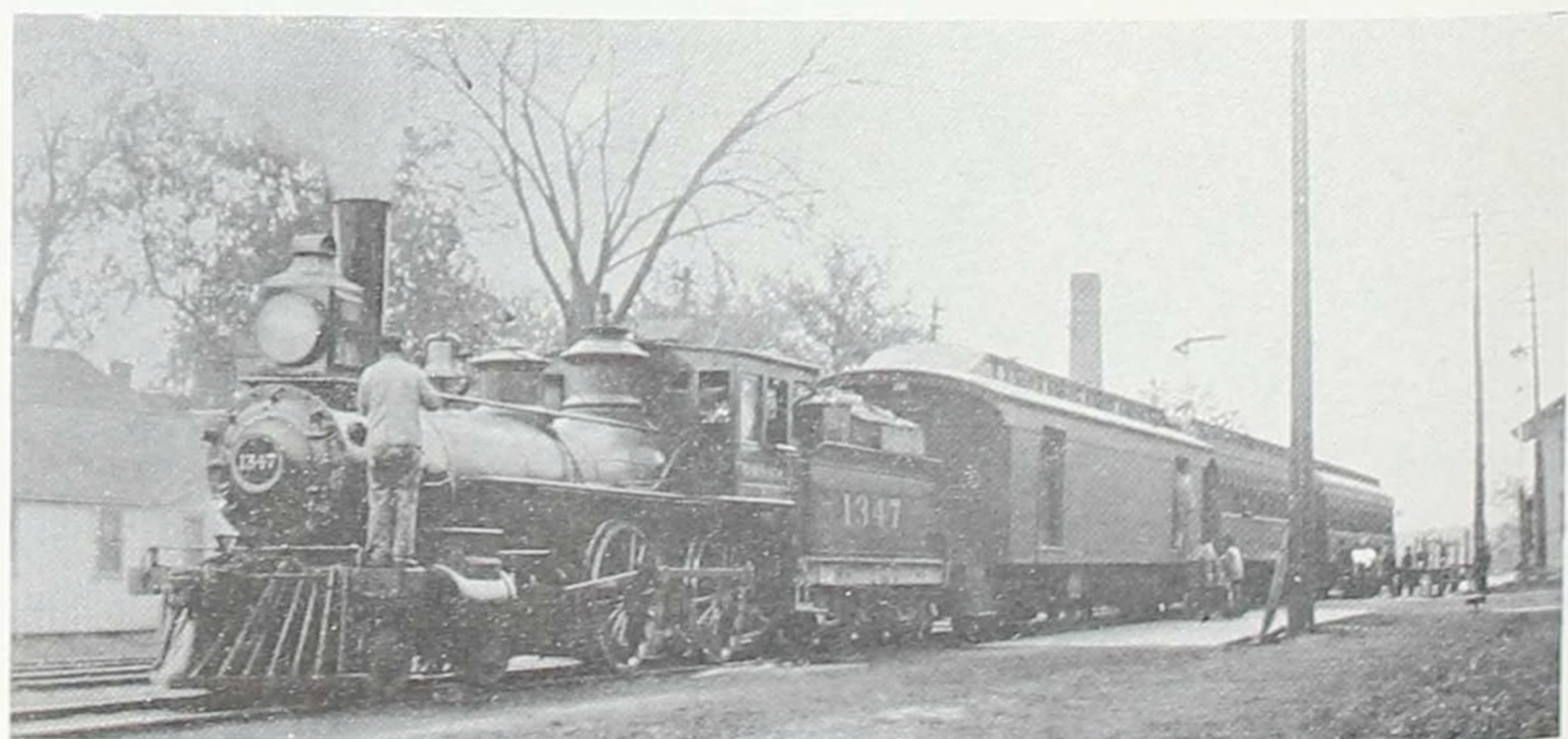
W. F. Armstrong Collection

Jefferson depot on the line between Des Moines and Spirit Lake.



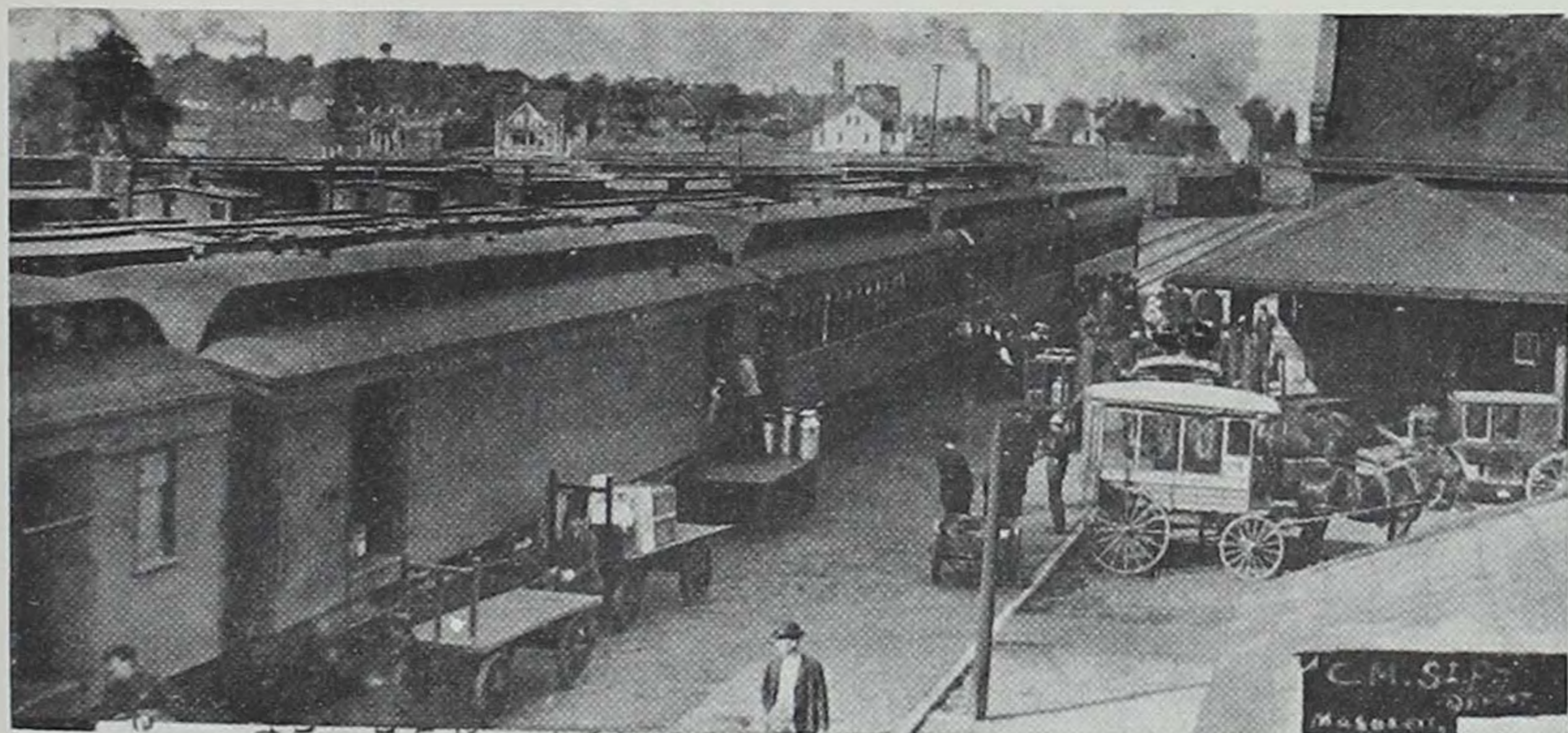
Harold Davison Collection

Rail-motor unit at Milwaukee Road station in Cedar Rapids.



W. F. Armstrong Collection

Well-groomed American-type engine pauses on the double-track main line at Tama.



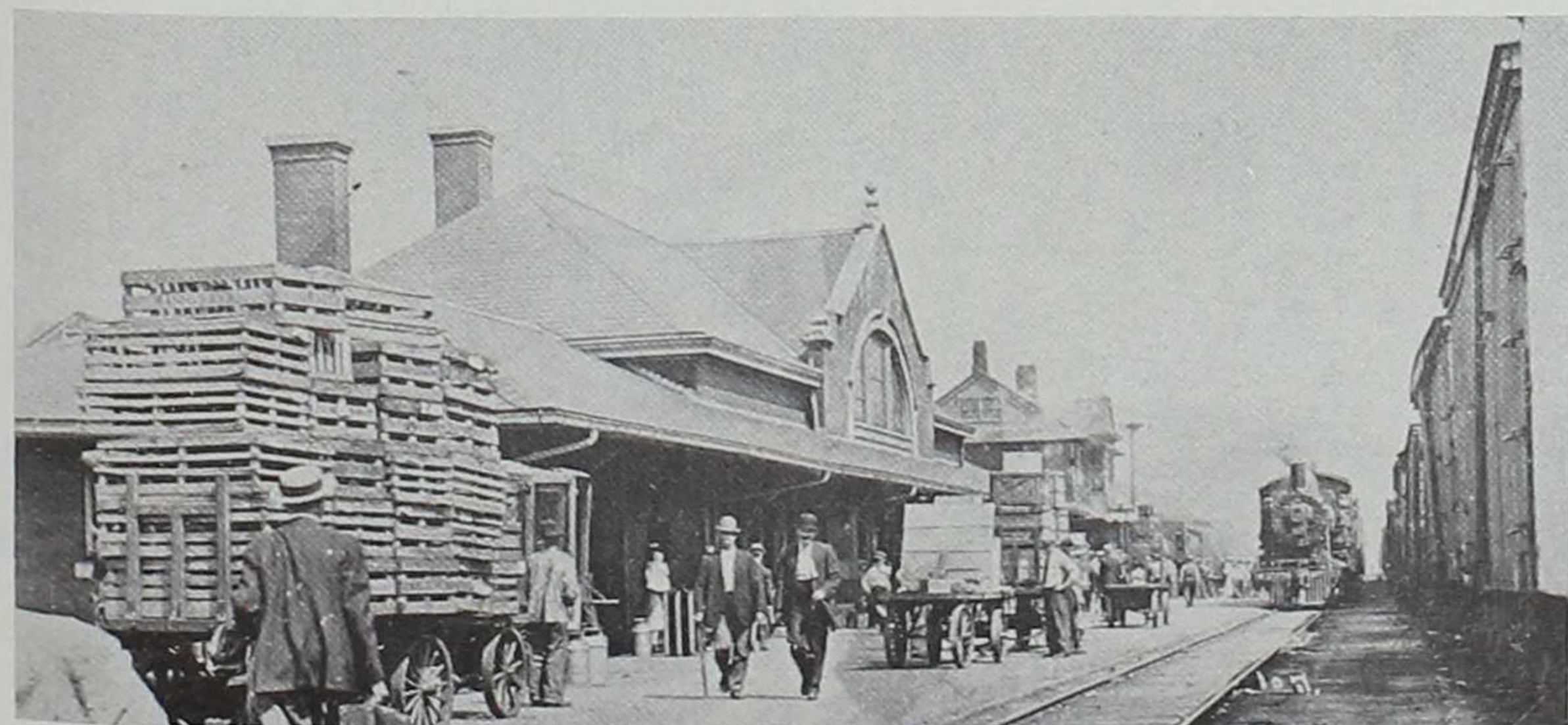
Harold Davison Collection

A busy time at Mason City. Fast passenger trains crossed Northern Iowa and locals ran to Austin, Minnesota.

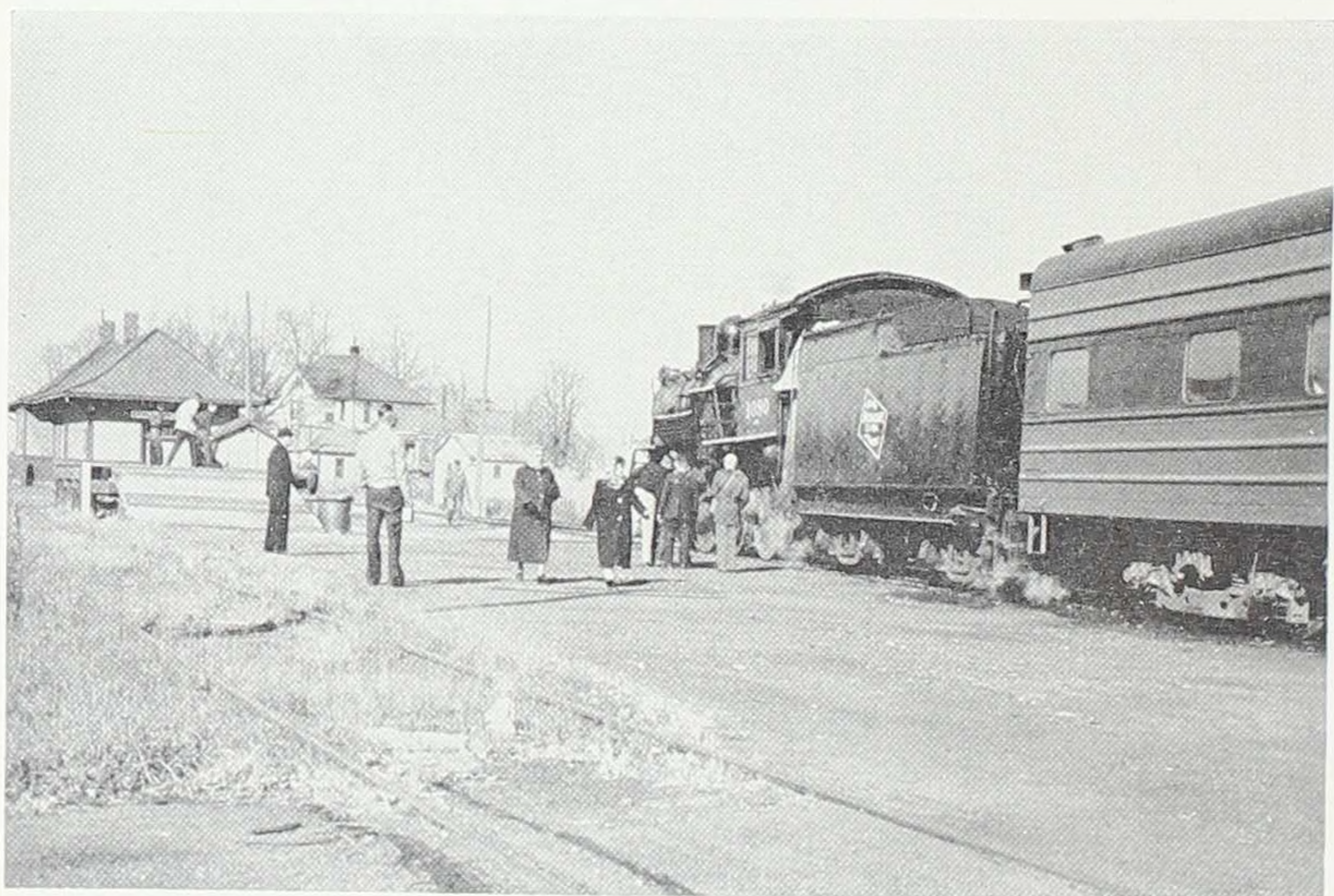


Courtesy Mrs. E. L. Baxter

Warren F. Musser, later fireman and engineer on the Milwaukee R.R., driving a hack in early 1870's in Mason City.



C. M. & St. P. depot at Mason City, Iowa.



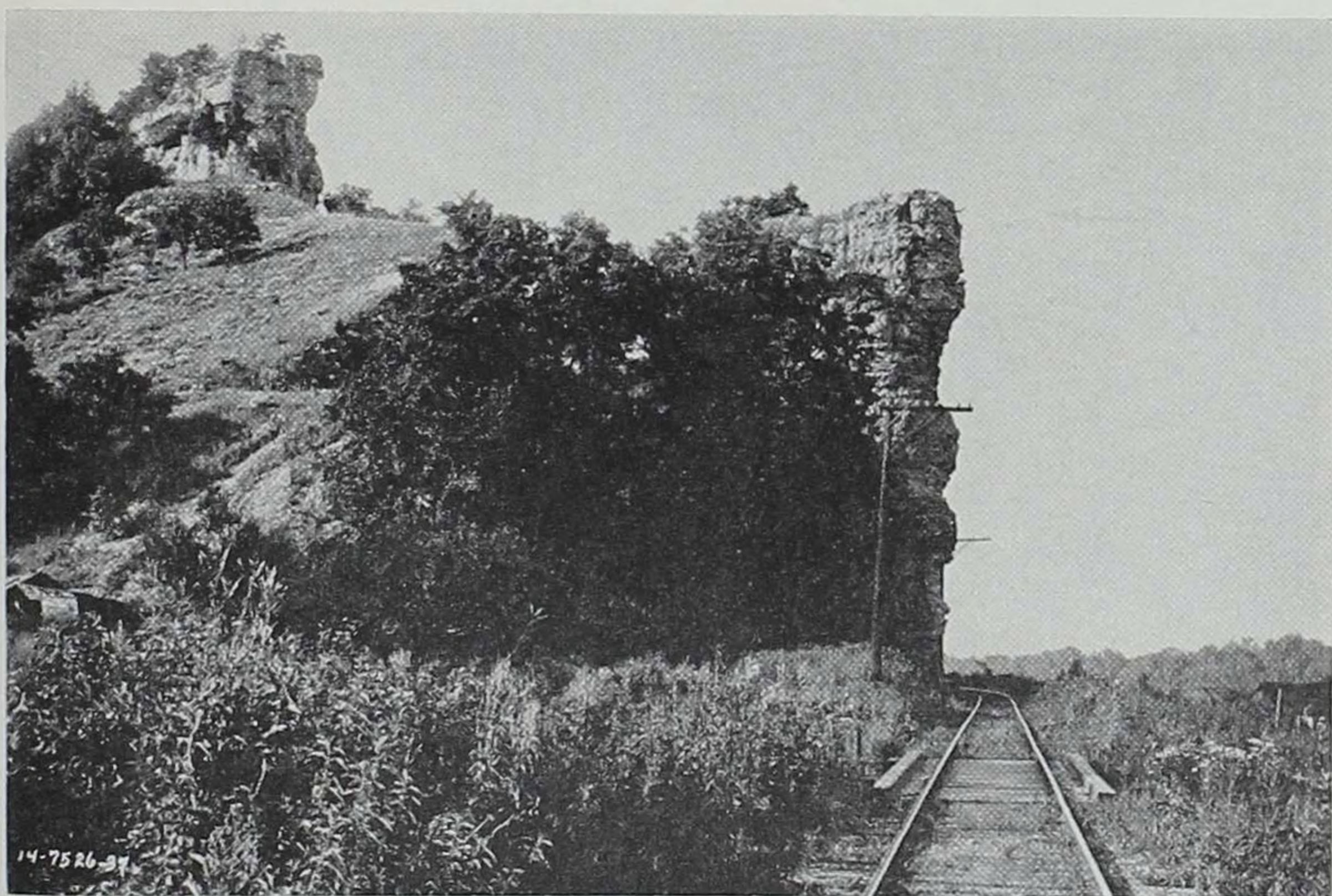
E. H. Meyers Collection

Milwaukee R.R. at Strawberry Point, November 7, 1953. Note streamlined coach behind aged steam engine.



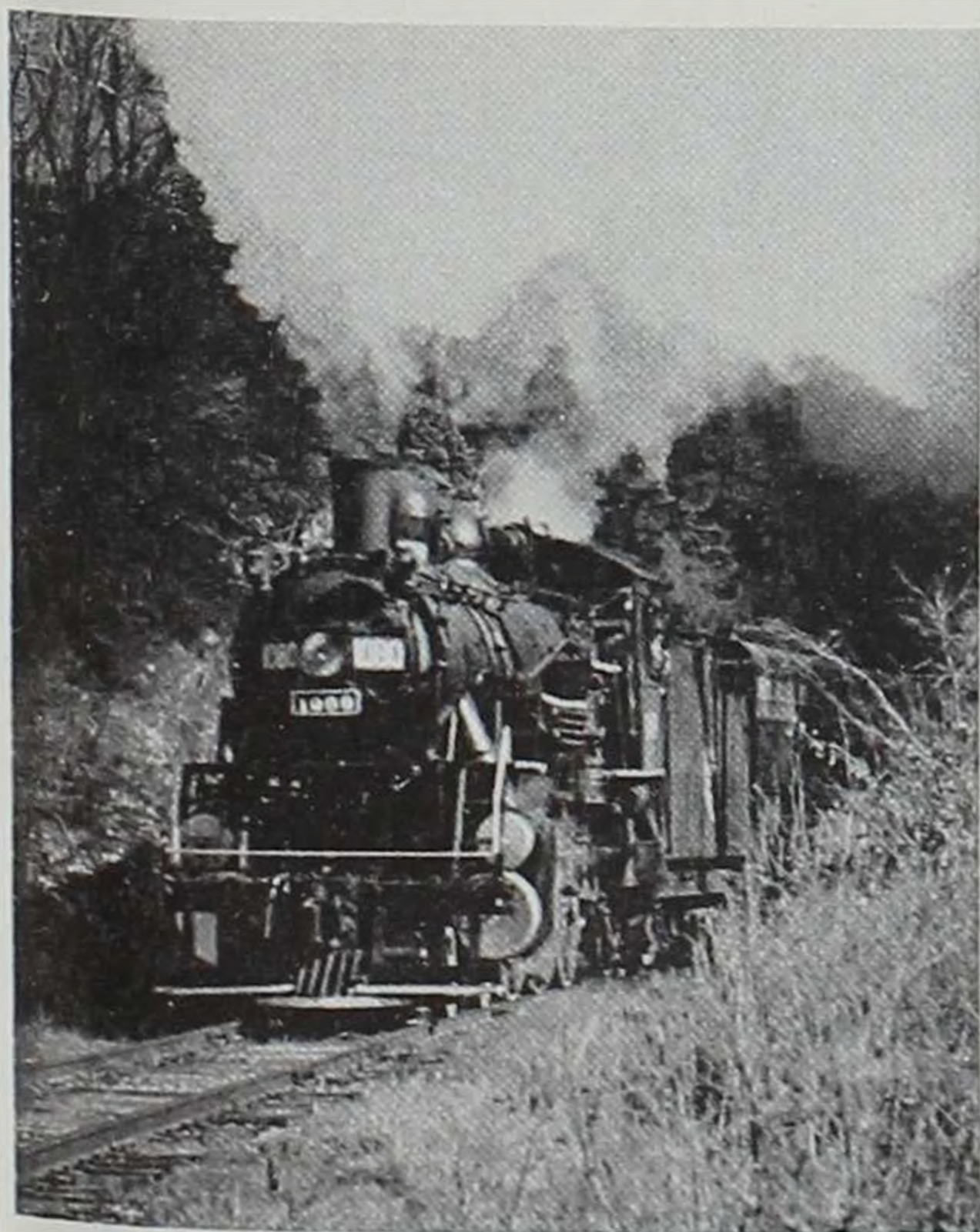
Don Hofsommer Collection

Last run of Cedar Rapids-Calmar motor-car pictured at Jackson Jct. Aug. 10, 1954.



Courtesy Milwaukee Road

The Milwaukee RR at Lone Rock near Waukon Junction.



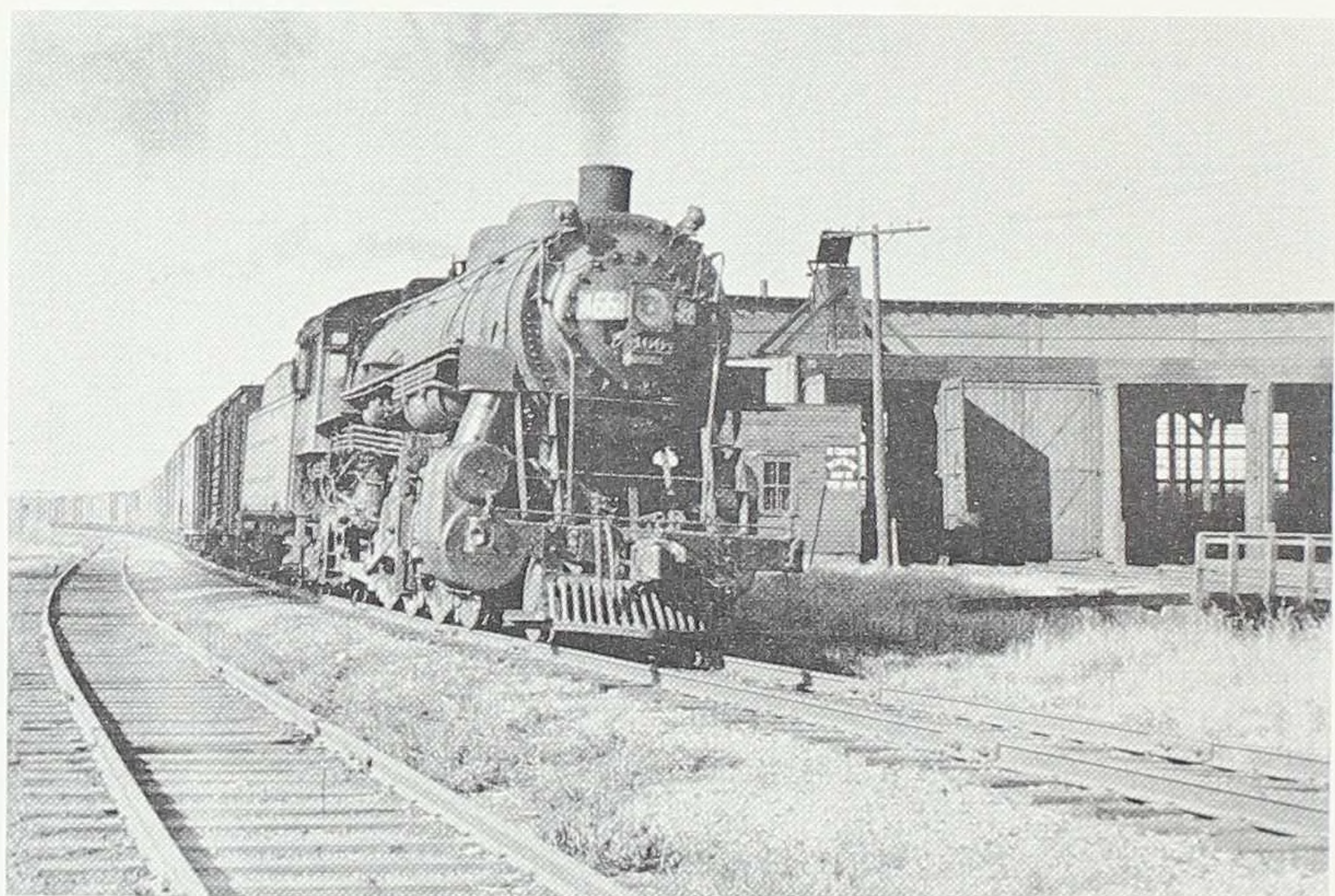
Don Hofsommer Collection

One of the last steam-operated branch-line passenger runs on the Milwaukee at Fayette in 1953.



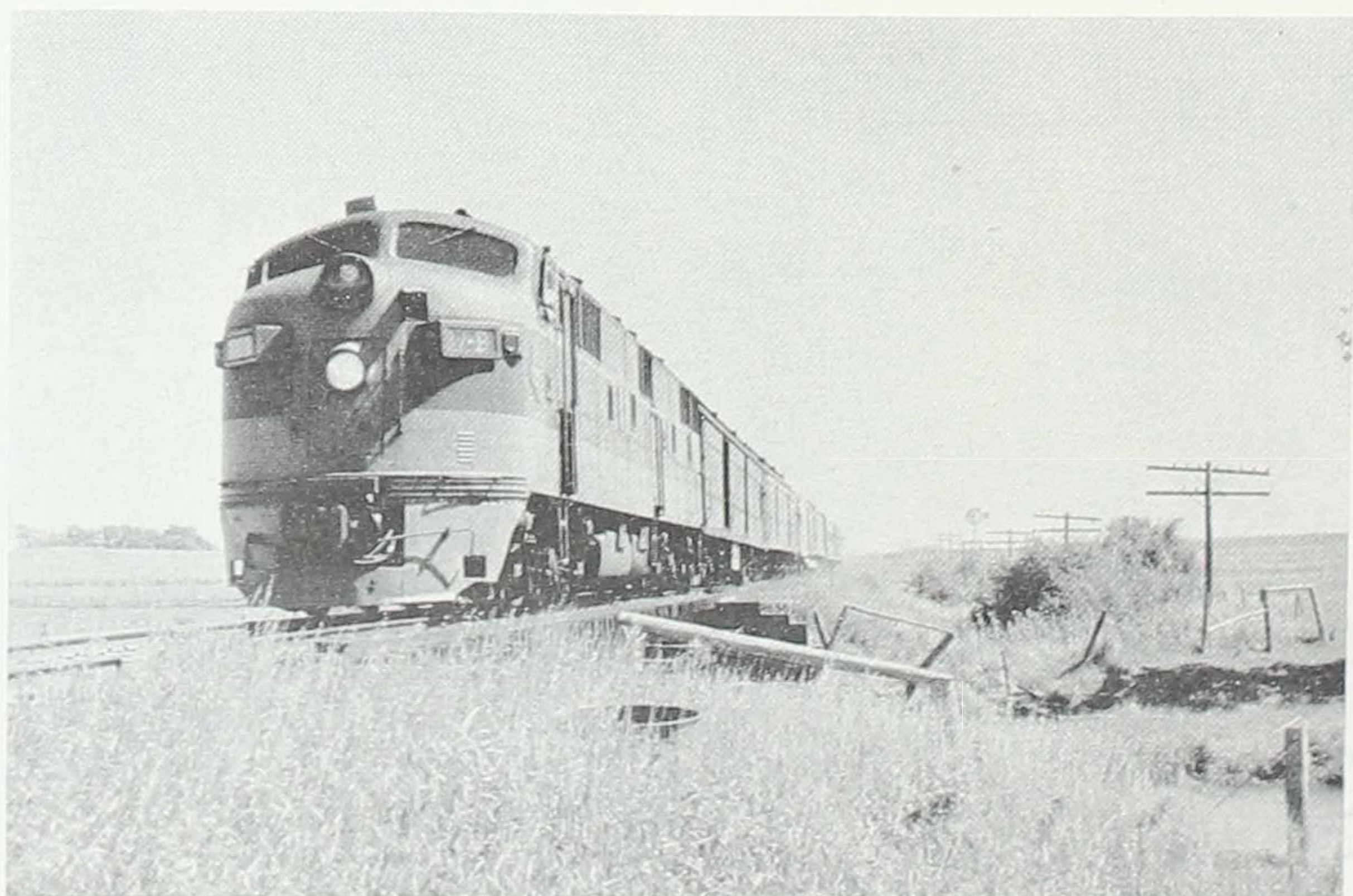
E. H. Meyers Collection

C. M. St. P. & P. RR train south bound on Cedar Rapids-Calmar branch—November 7, 1953.



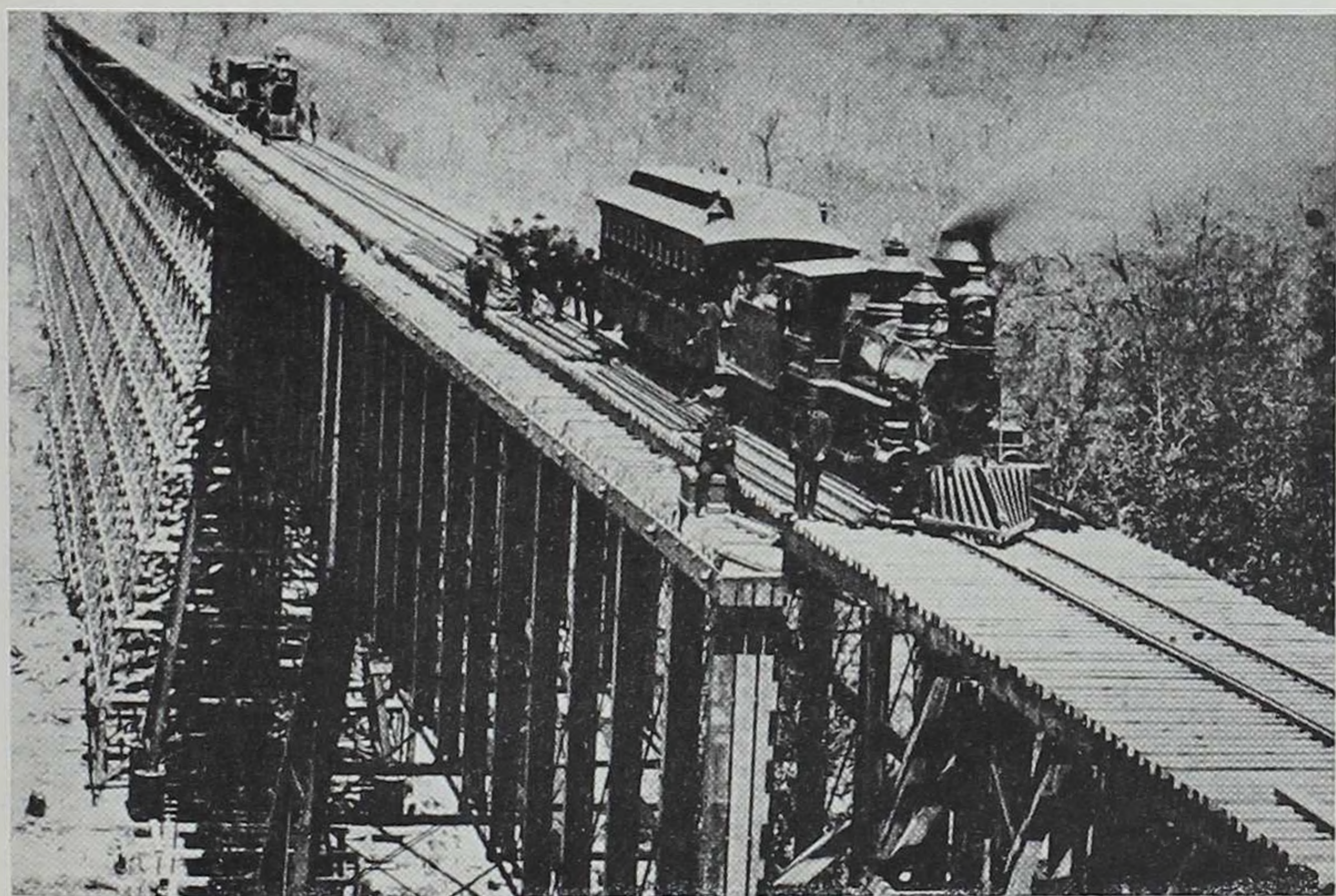
Don Hofsommer Collection

Fast freight at Calmar pulled by a powerful Mikado type locomotive.



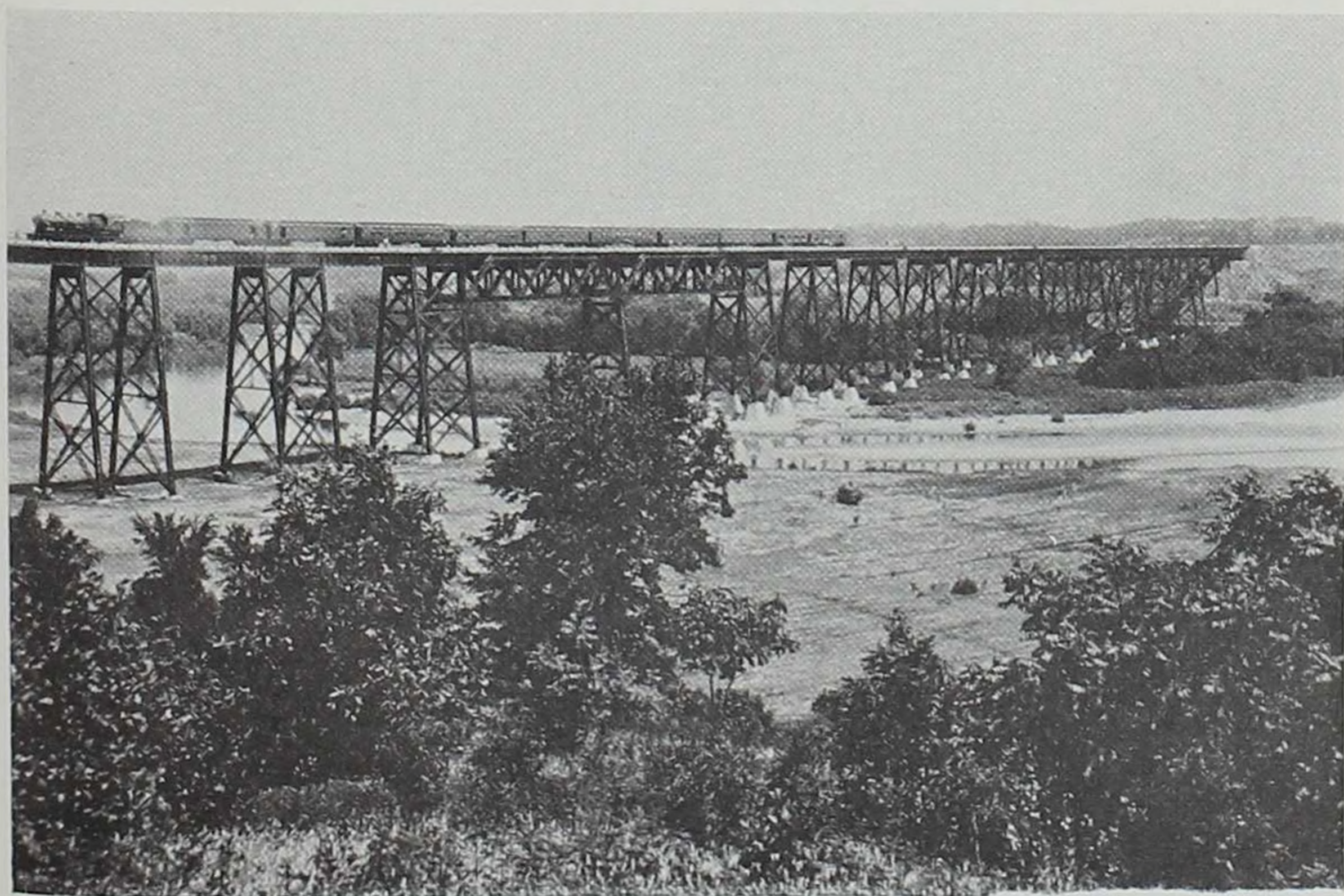
Don Hofsommer Collection

"The Sioux" highballing east of Spencer on its run to South Dakota, July, 1957.



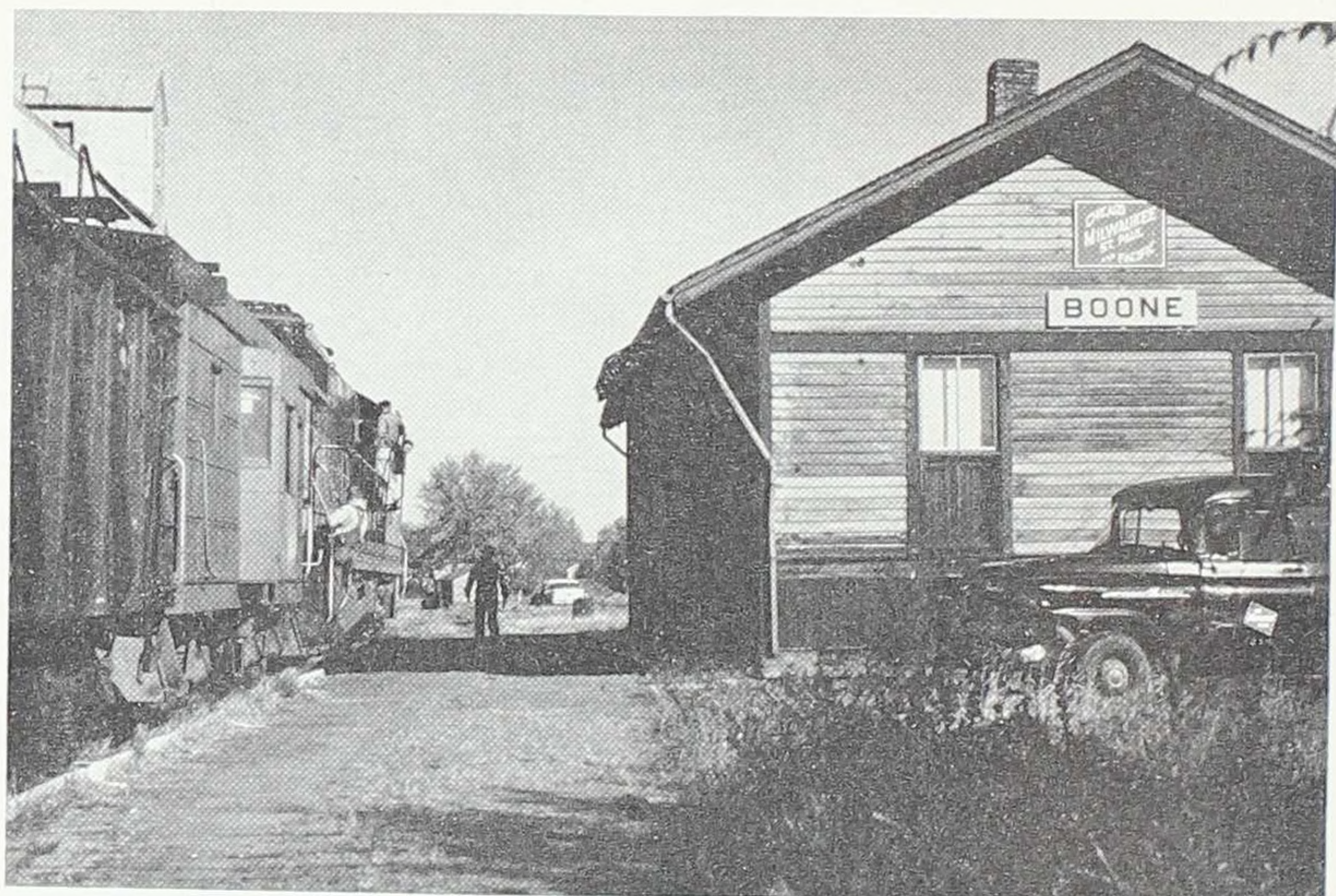
E. H. Meyers Collection

Narrow gauge trains of the St. Louis, Des Moines & Northern Railway on newly constructed bridge south of Madrid, crossing the Des Moines River, in early 1880's.

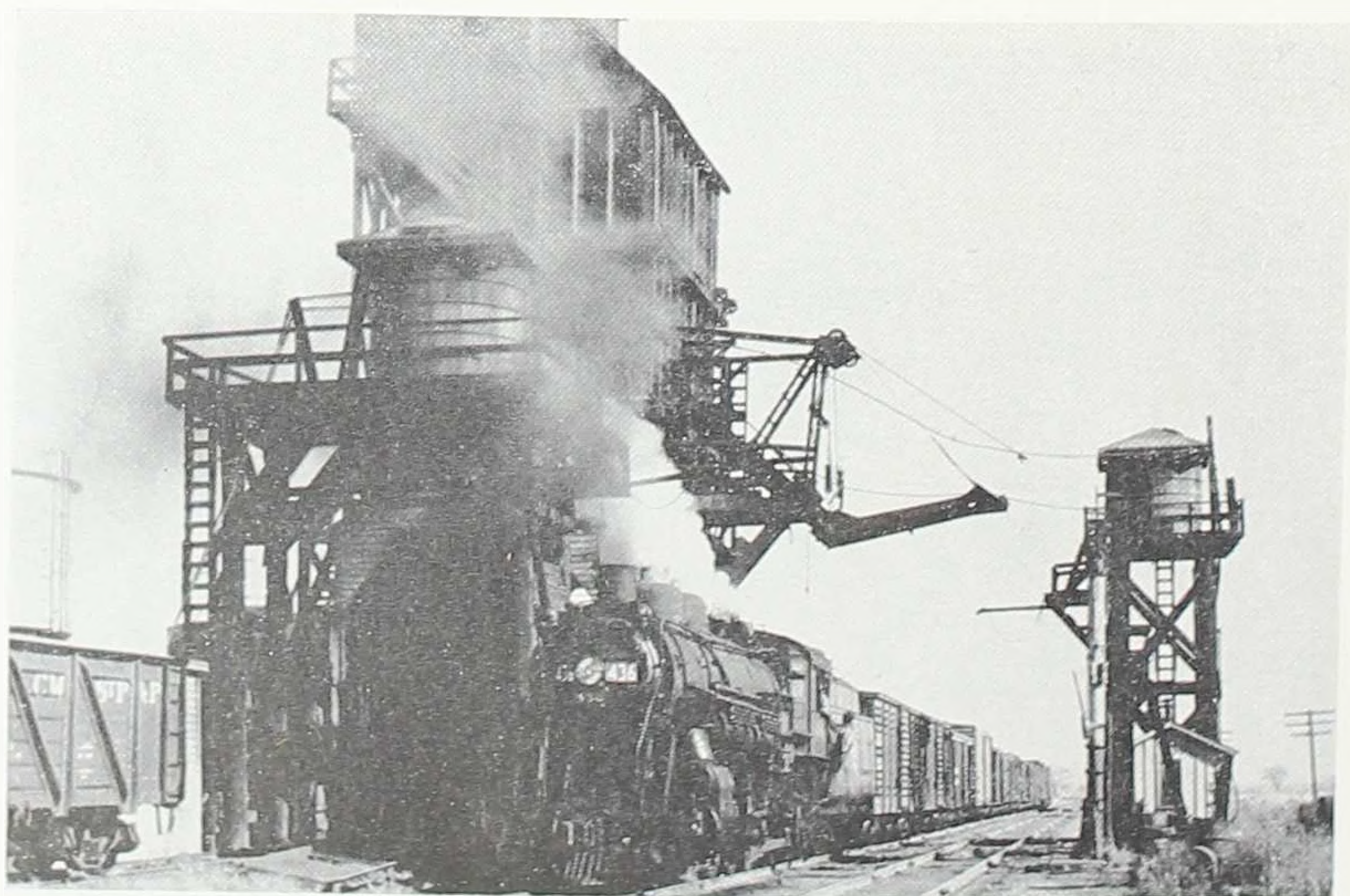


Courtesy Milwaukee Road

Modern girder bridge on main line over the Des Moines River west of Madrid.

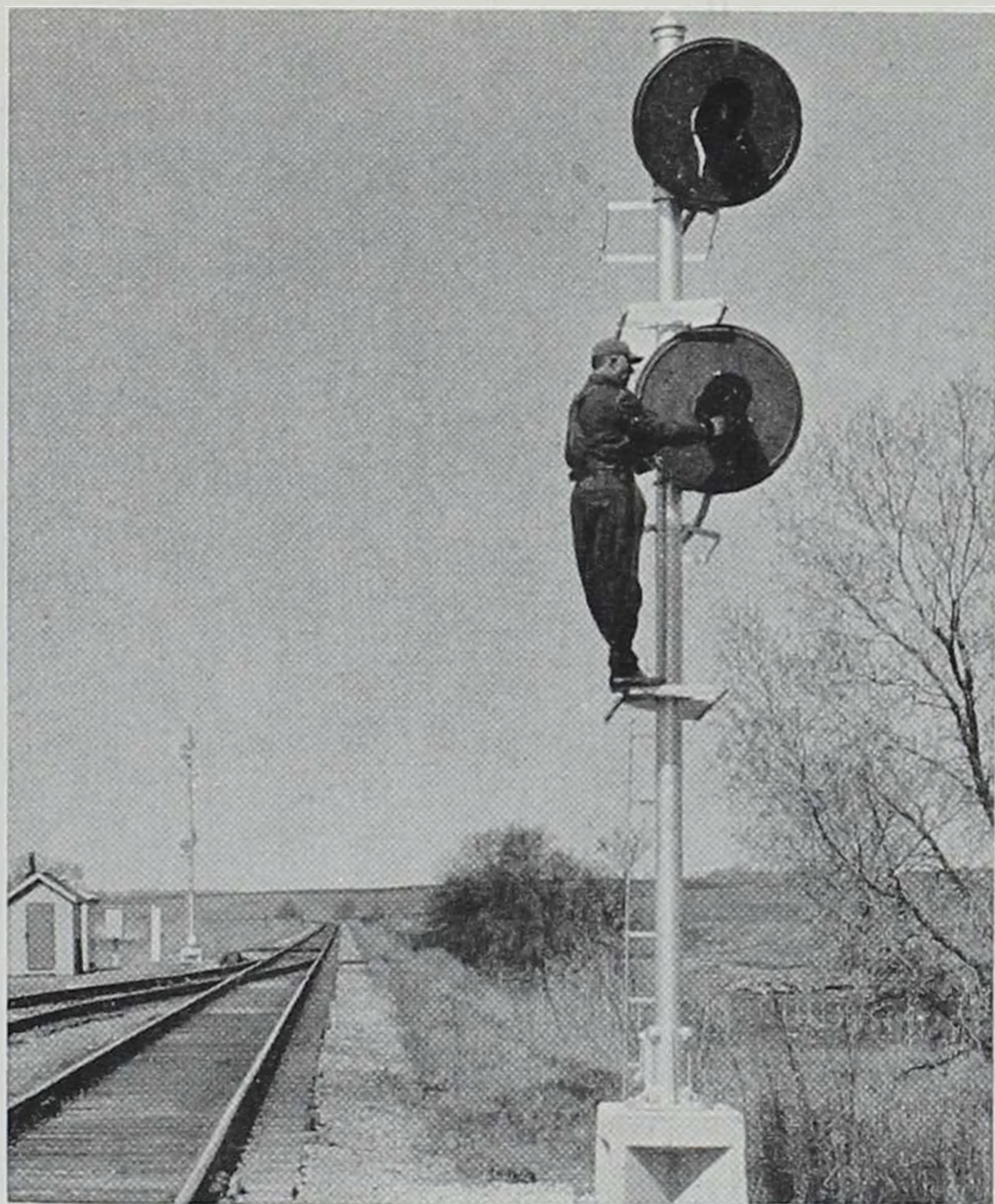


Way freight at end of line at Boone, October 15, 1961. The depot is no longer used and trains operate on irregular schedule for carload freight only.



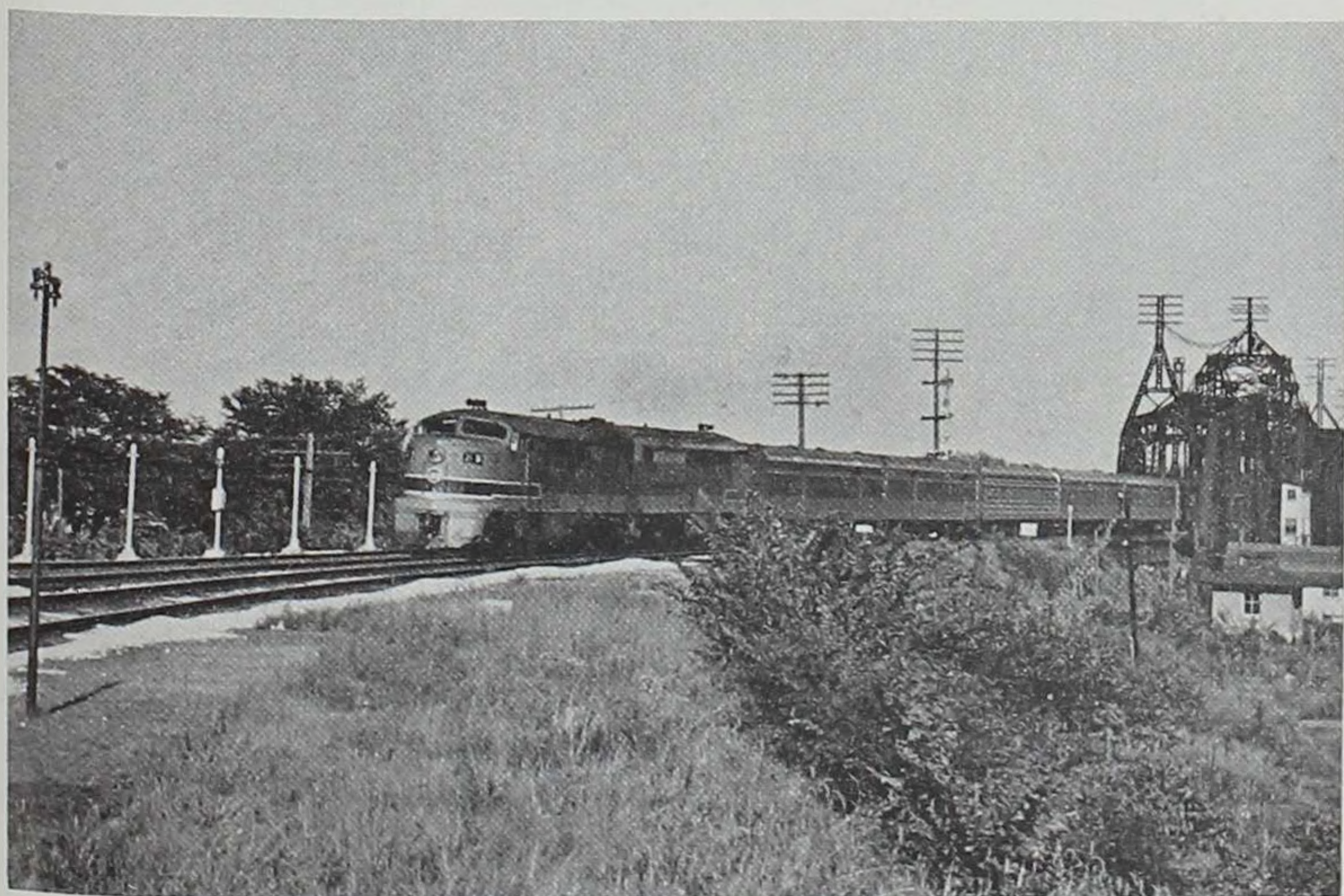
Courtesy Ernest Sevde

Westbound local freight (Engine #436) has just taken on coal at the chutes at Tama and is leaving for Perry. Nothing remains of this scene, everything has been dismantled.



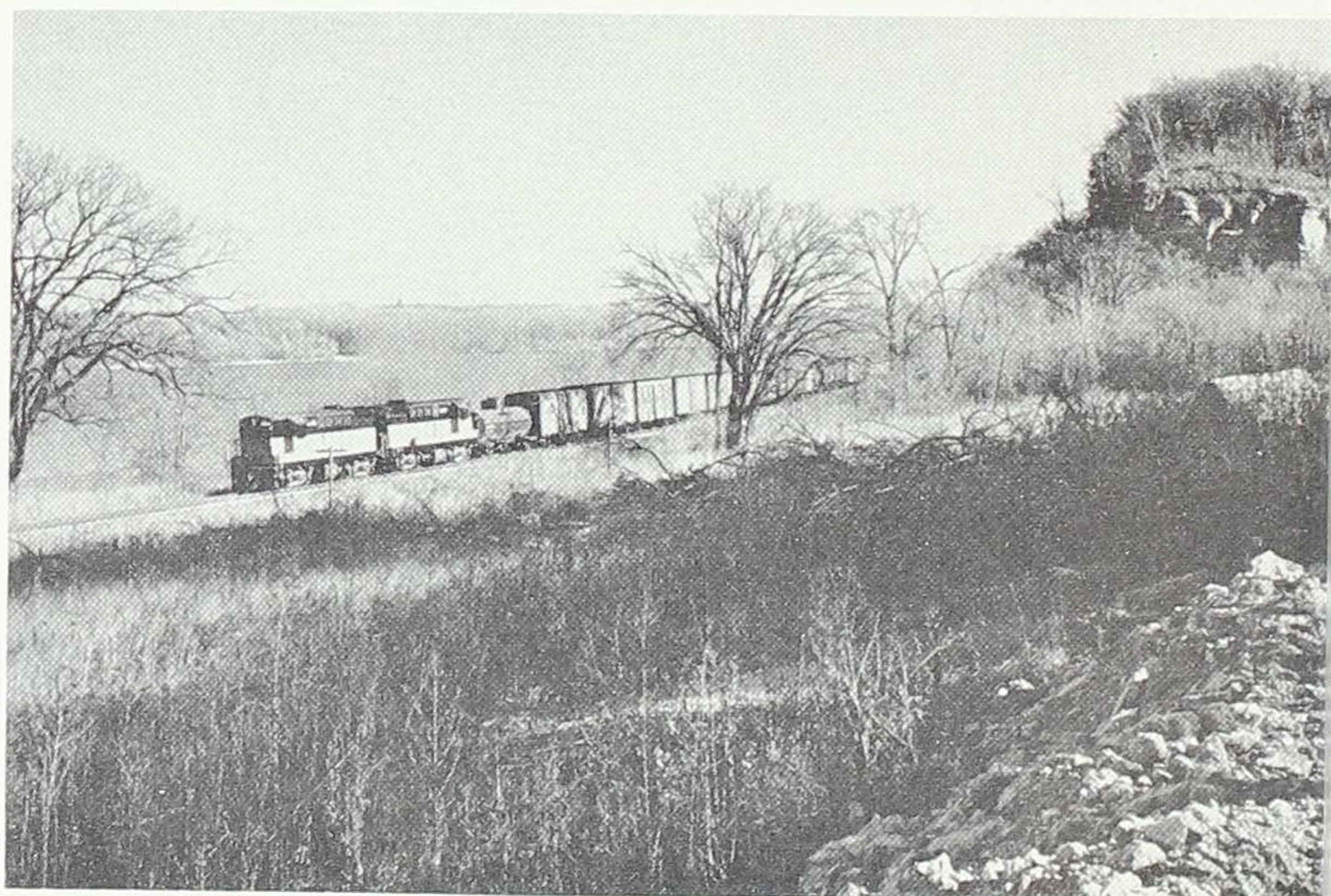
Courtesy Milwaukee Road

Signal maintainer inspects modern Centralized Traffic Control target over the Milwaukee's Omaha line in eastern Iowa.



Courtesy Milwaukee Road

"Midwest Hiawatha" crossing the Sabula Bridge over the Mississippi River into Iowa.



William D. Middleton Collection

Northbound freight, powered by two Fairbanks-Morse diesel-electric units, approaching Dubuque in November, 1956.



Don Hofsommer Collection

Westbound time freight rolling through Emmetsburg with tonnage for Iowa and the Dakotas over the Milwaukee line.

As independent roads, the lines from Des Moines to Boone and to Fonda were often at sixes and sevens. But when absorbed into the Milwaukee system, they were rebuilt to receive heavier traffic from the main line connection at Herndon and Madrid. Thus, the Milwaukee, rather late to be sure, got a firm toehold into the Capital City, where it competed with the Rock Island, the Burlington, the North Western, the Great Western, and the Wabash.

The last major railroad extension of the Milwaukee in Iowa came with the building of the Kansas City Cutoff. Heretofore, all trains from Chicago, Milwaukee, and other points in the Midwest to Kansas City were obliged to go over the long, circuitous, and hilly line between Marion and Ottumwa. As a result, the Milwaukee could never compete very successfully for passengers or freight to the great southwestern gateway of Kansas City. To rectify this shortcoming, the railroad quietly began buying land in southeastern Iowa for a low-grade, direct-line to Kansas City. George M. Titus, who later became state senator, was instrumental in purchasing much of the right-of-way. The Milwaukee had the new line in operation between Muscatine and Rutledge by 1903.

Much of the remainder of the route between Muscatine and Clinton was had by a curious bit of trading. Inasmuch as the Rock Island desired a better line from Albert Lea, Minnesota, to the

Twin Cities, and the Milwaukee needed access between Muscatine and Davenport, a reciprocal agreement was reached. The Milwaukee agreed to give the Rock Island trackage rights over its line to St. Paul and Minneapolis. In return, the Rock Island allowed the Milwaukee to use its rails between Muscatine and Davenport.

But there was still a hiatus of some thirty-three miles between Davenport and Clinton. Here the Milwaukee teamed up with the Burlington in operating the jointly owned Davenport, Rock Island & Northwestern Railway. This joint facility started out as the Davenport, Rock Island & Railway Bridge Company in 1884. It subsequently linked Clinton and Davenport with a bridge across the Mississippi to East Moline, Illinois.

With the inauguration of the short cut, running time of the *Southwestern Limited* was cut and freight service accelerated to and from Kansas City. The Cutoff has paid for its original investment many times over in economical operation.

Another line change of more modest proportions occurred when a low grade alternate route was constructed on the main line between Green Island on the Mississippi and Browns — twelve miles inland. In the course of time, the old main stem between Browns and Elk River Junction, via Preston, reverted to local freight service, and in 1953 the 9-mile sector from the Junction to Miles was retired.

It should be pointed out that while the Milwaukee's expansion program in Iowa had run its course, such was not the case on other parts of the system. For some years the road had looked longingly at the Pacific Coast as it extended its lines westward into the Dakotas. But it was not until November, 1905, that the route to the West Coast was authorized. This was a bold step, for approximately 1,400 miles of new construction was involved. Furthermore, it meant crossing five mountain ranges — the Big Belt Mountains and the Rockies in Montana, the Bitter Root Mountains in Montana and Idaho, and the Saddle Mountains and the Cascades in Washington.

In the spring of 1906, construction was started, and on July 4, 1909, the entire line was opened for freight service and shortly thereafter for passengers. But the extension to Seattle and Tacoma proved a heavy financial burden. Then, too, the completion of the Panama Canal in 1914 and adverse economic conditions in the Northwest further weakened the road. The company went into receivership in 1925 which continued until it was reorganized on January 13, 1928. On that date the Chicago, Milwaukee, St. Paul & Pacific Railroad assumed control of the property. With the addition of "& Pacific" to the name the line became known as "The Milwaukee Road" rather than "The St. Paul," by which it was previously called. For clarity, however, the Milwaukee Road has

been uniformly used throughout this history and is so known by railroad men and the public generally today.

Shortly after the extension westward had been completed, the company decided to double-track its Omaha line. Work was started at Sabula in 1912, and by 1914 it was completed to Manilla. The 60-mile gap to Council Bluffs was never double-tracked. Ironically, the increased traffic which was expected failed to materialize. The Milwaukee was now in a position to compete for Pacific Coast freight over its own rails, and the Union Pacific looked coolly at its new rival.

Chicago, Milwaukee & St. Paul R'y.

To Kansas City, St. Joseph, Excelsior Springs, Cedar Rapids, Etc.

PRINCIPAL STATIONS.	No. 3.	No. 1.	.....
Chicago.....Lve	a10 40pm	a12 30pm	.....
Savanna....."	4 00am	5 40 "	.....
Marion.....Arr	7 35 "	9 40 "	.....
Cedar Rapids.....{ Arr	8 00 "	10 00pm	.....
{ Lve	b8 05 "		.....
Amana.....Arr	8 51 "		.....
South Amana....."	9 06 "		.....
Williamsburg....."	9 28 "		.....
North English....."	9 57 "		.....
Webster....."	10 15 "		.....
Sigourney....."	10 33 "		.....
Hedrick....."	11 10 "		.....
Ottumwa....."	11 45 "		.....
Blakesburg....."	12 30pm		.....
Moravia....."	1 00 "		.....
Seymour....."	1 55 "		.....
Gault....."	3 38 "		.....
Laredo....."	3 54 "		.....
Chillicothe....."	4 30 "		.....
Ludlow....."	5 03 "		.....
Cowgill....."	5 34 "		.....
Lawson....."	6 25 "		.....
St. Joseph....."	8 55 pm		.....
Excelsior Springs....."	6 45 "		.....
Liberty....."	7 23 "		.....
Birmingham....."	7 36 "		.....
Kansas City.....Arr	8 15pm		.....

The Slim Princess

In 1936, the last narrow gauge railroad in Iowa ceased operation. This was the Milwaukee's 35-mile Bellevue and Cascade Branch. Of the dozen slim gauge lines in the state, the Cascade road lived to be the oldest and the best known. The "narrow-gauge fever" which spread across the country in the 1870's led to the construction of about 565 miles of 3-foot gauge in Iowa. But in nearly every case, these 3-footers were purchased by large railroads, widened, and continued operating. Several branches of the Burlington, one of the North Western, and the now-abandoned Lehigh spur of the Fort Dodge, Des Moines & Southern were originally three feet wide.

We have seen how the Milwaukee's Waukon Junction-Waukon, Beulah-Elkader, Clive-Boone branches, and the Des Moines-Fonda segment of the Spirit Lake line were built to narrow gauge and later widened. This left the Cascade Branch not only the sole narrow gauge in the Hawkeye State, but the last on the entire Milwaukee system. Because of its historic and sentimental importance, we will dwell on it at some length.

The little road came into existence because the people of Cascade feared their inland town would

be more or less doomed if it did not have a railroad connection to the outside world. One by one plans for railroads going through the community failed to materialize. If its citizens were to be on a railroad it was evident they would have to build one themselves. Finally, on October 13, 1876, Dr. W. H. Francis of Cascade wrote to Captain M. R. Brown of Bellevue concerning the feasibility of constructing a narrow gauge road from Bellevue to Cascade. The idea met a favorable response in Bellevue. So, with high courage they incorporated the Chicago, Bellevue, Cascade & Western Railway on January 30, 1878. Ground was broken in Cascade on September 19, and the route was partly graded to Washington Mills. Little, however, was done beyond that point to reach the eastern terminus at Bellevue, on the "River Road." Early in 1879, J. W. Tripp resigned from the presidency, and his place was taken by James Hill, who was formerly vice president.

The road had exhausted its finances when George Runkel, acting on behalf of the Joy interests, came along to refinance the line and complete it. By the end of 1879, he had the entire railroad in operation, and the following year it was taken over by the Chicago, Clinton, Dubuque & Minnesota Rail Road. A few months later, the Milwaukee purchased the latter company, which included the "Cascade" narrow gauge.

Probably because of the prevailing interest in

narrow gauge railroads and on account of the rugged topography of Jackson and Dubuque counties through which the road ran, a 3-foot width was selected. At any rate, the line abounded in steep grades and sharp curves. About six miles west of Bellevue there was a 5-mile grade, much of which was at 2.8 per cent. Once the trains reached the summit, they careened for a little over a mile down hill into La Motte. Other roller coaster grades appeared east of Zwingle, near Washington Mills, and midway between Fillmore and Cascade. In fact, there was only one section nearly level, this being the 4-mile stretch east of Fillmore.

On account of the long, steep grades, trains frequently had to "double" the hills. In this operation a train is divided on a siding at the bottom of a hill so the engineer can take one part up at a time. After the "head end" is safely up-grade and set-out, the engineer returns for the remainder of his train. Upon surmounting the hill again, the two parts are coupled together, and the whole train highballs down the line.

The Bellevue & Cascade Railroad had an interesting and characteristic assortment of motive power. It began business with two trim, straight-stacked 4-4-0's, outshopped by Pittsburgh Locomotive Works. Later, as trains became heavier, a secondhand Brooks Mogul, or 2-6-0 type, was purchased. A still more powerful Consolidation

was acquired, which had seen service on the storied South Park line in Colorado. Two more secondhand Moguls, both constructed by Baldwin, were later put on the roster.

At first the line operated regular passenger service; but as riders decreased with the coming of the automobile, mixed trains prevailed. In February, 1907, one of the latter came rollicking downgrade across the curved trestle near Washington Mills and derailed. Several freight cars, along with the passenger coach, fell about forty feet, killing two riders and a crewman. This was the only fatal accident to passengers in the history of the road.

In the early period, cattle proved to be a lucrative source of revenue, and the branch had thirty-eight stock cars to haul this type of traffic. Since all freight had to be transshipped at Bellevue, due to the break in gauge, livestock and other commodities were delayed in transit. Because of this drawback and the fact that the narrow gauge rolling stock was limited in number and in carrying capacity, many and varied were the complaints of service and equipment.

Finally, shippers sought to have the Board of Railroad Commissioners compel the Milwaukee to widen the track to the standard 4 feet 8½ inch gauge. The Commission had power to broaden the gauge of any railroad if it appeared to be "reasonable and just."

When hearings were held in 1915, the Milwaukee took the stand that it would not be feasible to build a standard gauge railroad on the slim gauge right-of-way. Furthermore, to relocate the branch where necessary, and to reduce the grade to a maximum of 1.5 per cent would cost about \$2 million. In view of the losses sustained in operating the line, the Milwaukee contended it could not afford to widen, rebuild, or relocate the branch.

Speaking in behalf of shippers I. W. Troxel, a civil engineer, argued that the cost of relocation would be slightly under a million dollars. To broaden the gauge on the present alignment, he put the figure at \$451,115, which was about \$100,000 less than the railroad's estimate for the same project.

At the hearing, travelers and shippers had the opportunity to voice their complaints, which ranged all the way from the "*fear of accident*" and the allegation that narrow gauge detracted from the value of land, to such tangible items as crippling of hogs and inadequate bedding of livestock in the transfer at Bellevue.

After pondering over the matter, the Commission ruled out more than half of the complaints on the ground that they were not peculiar to narrow gauge operation but were common to branch service as a whole. Moreover, it reminded the complainants that the Act "does not contemplate that the location or route of the road shall be changed;

authority is given the Commission to make orders only with reference to the gauge, and it cannot order a change of route or relocation of any part of a road."

The Commission also had quite a time in trying to determine the amount of loss sustained by the branch. How much of the deficit should be assigned to the narrow gauge and how much to the rest of the railroad? There was a wide divergence of opinion on the matter, and no conclusion was reached.

Another furor resulted from the Milwaukee's arbitrarily limiting the grade to 1.5 per cent. On this issue Commissioner Clifford Thorne vigorously dissented. He pointed out the 21-mile Creston, Winterset & Des Moines Railway, which commenced operation between Creston and Macksburg in 1912, had an elevation of 5 per cent. The Commissioner, however, failed to add that the road with the toboggan-like grade was virtually insolvent, and, as a matter of fact, it was dismantled in 1918.

Weighing all the testimony on both sides, the Commission concluded "that it was not feasible to standardize the Cascade Branch of the C. M. & St. P. Railroad upon its present alignment and grade." As a corollary it declared, "That to require the Cascade Branch to be standardized would be in effect, a confiscation of the property of said branch line." That ended for all time the like-

lihood of Iowa's lingering narrow gauge being converted to standard; and the decision ultimately sealed the fate of the diminutive carrier.

The little trains continued to whistle through the hills and struggle up the grades, hauling fewer passengers and less tonnage as highways improved. It was a friendly, picturesque anachronism living on borrowed time. Operating on a marginal basis at best, the road rolled up alarming deficits during the early depression years. Finally, the Milwaukee, in poor financial health itself, petitioned to abandon the branch. The petition was granted and abandonment authorized in March, 1933.

But, in a last-ditch attempt to continue operation, a new company known as the Bellevue & Cascade Railroad was formed. The Milwaukee agreed to sell the line on easy, long-term payments, and service was resumed with rail motor units hauling mail and express. After a valiant attempt to make both ends meet, the new operators came out very much in the red. Regretfully they called it quits, and in January, 1936, Iowa's narrow gauge relic was sold for scrap.

The Road of Orange Trains

The harvest orange trains of the Milwaukee blended in well with the billowing fields of tall Iowa corn. Other roads, in sober contrast, had passenger equipment of an orthodox pullman green serving the state. But the Milwaukee was as distinctive in color as it was independent in management. For over a half century it operated its own sleepers, whereas nearly all the other lines contracted with the Pullman Company for such equipment. Apart from this, the Milwaukee built many of its own locomotives; and its Pacifics and Northerns are a legend to this day.

Excluding the North Western, the trains of the Milwaukee were the only ones crossing Iowa on double track most of the way. The high iron between Chicago and Council Bluffs always commanded a goodly amount of freight going through the Omaha gateway. While for many years the North Western was the Union Pacific's preferred passenger connection, the Milwaukee had one or more trains with through equipment to the Pacific Coast for at least fifty years. There was a time, also, when the Union Pacific shifted its crack *Overland Limited* to the road with the orange trains east of Omaha.

During the heyday of passenger service, the colorful Milwaukee cars blanketed Iowa. For a road which bypassed most of the larger cities in the state or served them by branch lines, the Milwaukee had an amazing lot of through coach and sleeper routes. In addition to the solid trains to the West Coast via Omaha, the once-popular line of the *Southwest Limited* accounted for many passengers through the Kansas City gateway. Up until the Milwaukee built the Kansas City Cutoff, all Chicago-Kansas City trains went via Cedar Rapids. With the advent of the Cutoff, the shorter route through southeastern Iowa was used. Even so, for several years an "Iowa Section" of the *Southwest Limited* carried a sleeper between Cedar Rapids and Kansas City.

Very popular around the turn of the century were the "Personally Conducted" Judson Tourist Cars, which were operated on Thursday and Saturday westward, and on Monday and Wednesday eastward, through Iowa. They were through sleepers from Chicago via Kansas City to Los Angeles, Santa Barbara, and San Francisco, over the Missouri Pacific, Rio Grande, and Southern Pacific railroads. The berth fare, Chicago to West Coast points, was only \$7.

Among the standard through sleeping car runs, long since abandoned, was the Chicago-Twin City service via Savanna, Illinois, Dubuque, and Calmar. Dubuque, now without north and south pas-

senger trains, was once an important center for rail service up and down the river on the Iowa side. The city was favored with a set-out sleeper from Chicago, along with a sleeper to Rapid City, South Dakota, via North McGregor (now Marquette) and the Iowa & Dakota Division.

The yellow and red timetable in 1909 indicates an equally strange "buffet sleeper" from Rapid City to Minneapolis via Calmar; and another from Rapid City to Chicago via Dubuque and Savanna. For some reason through sleeper service from South Dakota points — as well as from the Twin Cities — to Chicago did not use the line by way of Prairie du Chien and Madison, Wisconsin, until the 1920's. But when the Madison line became an accepted route Dubuque, as far as the Milwaukee was concerned, regressed to a community with infrequent branch-line coach-service until all the road's passenger trains were removed.

Elsewhere in Iowa, sleepers rolled over the prairies on now forgotten routes. One could get a berth at Union Station, Des Moines; and in the course of the night he would be taken up to the main line at Madrid, thence westward to Manilla, from whence he would travel the branch to Sioux City, arriving at the latter community in time for breakfast.

For day coach riders there was through service between Minneapolis and Mason City via Austin, Minnesota. Although there were faster and more

comfortable limiteds on the Rock Island linking the Twin Cities with Cedar Rapids, the Milwaukee had a through coach between the two destinations. Leaving Minneapolis, the orange car went through Cresco and Calmar; and after a detour westward to Jackson Junction, it meandered southward on a circuitous course via Delaware and Monticello, finally arriving at Cedar Rapids twelve hours later.

On a humid summer day when it was sweltering in Des Moines, a relaxing ride on the observation lounge or dinner in the buffet was a part of the fun in going up to the Okoboji-Spirit Lake region for a weekend. But long before through service was featured between the Capital and Iowa's two great lakes, the Milwaukee sought to make Okoboji a fashionable and popular summer resort. Indeed, the Milwaukee and the Rock Island pioneered in advertising the two lakes and in making them readily accessible to Iowans. By low fares, frequent excursion trains, steamers on the lakes, and luxurious hotels, the railroads gave the initial impetus to the lovely region which later came to full fruition with wide-spread use of the automobile.

Since the Rock Island more or less preempted the Spirit Lake section, the Milwaukee concentrated its efforts on the Okoboji area. At a point known as Arnolds Park, where East Okoboji meets the waters of West Okoboji, the road built a 50-room inn. Called *Hotel Okoboji*, the impos-

ing 4-story structure stood beside the little depot. It had a restaurant and ballroom facing the lake, and it was regarded as a choice spot for dining and dancing in that vacation country.

Even before the Milwaukee financed the hotel, the road exploited the lakes with a palatial 80-foot steamboat christened *Ben Lennox*, in honor of an official of the company. She was built in 1884 on the lakeside at a cost of between \$6,000 and \$7,000. With the possible exception of the Rock Island's *S. S. Queen*, the *Lennox* was the largest and finest boat on the lakes at that time. For years the two railroads sought to outdo each other in providing attractive rail service to the region, in maintaining the most luxurious steamers on the waters, and in the finest accommodations in company-sponsored hotels.

Besides the "railroad boats," smaller craft maintained scheduled sailings from points on the lakes to connect with the Milwaukee trains at Arnolds Park and those of the Rock Island at Orleans and West Okoboji. For several decades it was a common sight to see long lines of orange day coaches lined up in the Okoboji region as excursion trains, run in sections, puffed along the branch. Waiting boats were always on hand to take passengers to resorts, camps, and picnic grounds, for which the locale was famous.

Although *Hotel Okoboji* was burned in 1911, having been in use for about a decade, and the *Ben*

Lennox was run by the railroad for only a few years, the Milwaukee continued to haul trainloads of vacationists until motor vehicles became commonplace. Even then, parlor cars and buffet-drawing room-observation units were still an added attraction on the branch when such vehicles had been removed from other secondary runs.

Without doubt, the strangest national convention for which the Milwaukee unwittingly helped to provide transportation was that of "hobos in Britt." The idea of a national assemblage of hobos stemmed from the curiosity of T. A. Potter, a local businessman. He heard of a conclave of tramps in Illinois and wrote them, half-seriously, that Britt would make an admirable locale for a national hobo convention. The idea gained momentum, and Potter was made Britt's first member of the "Order of the Honorary Sons of Rest," identified by a membership button for "Tourist Union No. 63." E. N. Bailey, editor of the *Britt Tribune*, joined Potter in promising a carload of beer and food to sustain up to five hundred tramps. It was pointed out that fast freight trains barrelled through the town on the Milwaukee's main line from Chicago to Rapid City; and that convenient north-and-south service was provided by the Minneapolis & St. Louis Railway.

The happy world of trampdom responded with enthusiasm at the prospect of free lodging, free "grub," and most of all free beer. Britt set August

22, 1900, as the date of the convention and waited to see what would happen. They soon found out, as tattered delegates alighted from box cars of every train a day or two before the meeting. But the grand officers of the hobo association came in one of the Milwaukee's own orange sleepers, which was set out at Britt on the morning of the convention. Most of the conventioners, however, came by "side door Pullman," "riding the blinds" of passenger trains, or the "rods" of freights.

It was estimated that 250 bona fide delegates, ranging from "society" tramps to genuine hobos, attended the convention. Onlookers and town folk accounted for about 5,000 more people. Ample lodging was provided at the fair grounds, where the Weary Willies were housed in hog and cattle pens provided with clean, straw bedding. Chicago, St. Louis, and Twin City newspapers sent reporters to cover what is said to have been Iowa's first national convention.

The convention was well-behaved, considering the nature of the guests, and it gave nation-wide publicity to Britt. Very few delegates overstayed their welcome, for they promptly left town after the meeting. The next day saw Milwaukee freights carrying more than their usual quota of transients as police and trainmen graciously looked the other way. For one time, at least, they were acknowledged guests of the Milwaukee Road, as they had been of Britt the previous day.

To modernize its service through Iowa in the years preceding World War II, the Milwaukee added the *Midwest Hiawatha* to its growing fleet of streamliners in 1940. The sleek, new train with its Tip Top Tap Dining Car and beaver tail observation lounge created a sensation. It operated between Chicago, Sioux City, and Sioux Falls, with an Omaha section via Manilla.

Branch lines, on the other hand, often saw small, more economical motor units replacing steam trains where passenger service had not been already discontinued. Friendly "doodlebugs," as they were nicknamed, continued to link countryside and town. The late Robert S. Cooper, Sr., who for seventeen years was a brakeman on the "motor train" between Cedar Rapids and Ottumwa, recalled the esteem in which railroaders were held by local people. His most poignant memory was the generosity of the thrifty Germans from the Amana colonies at Christmas. They would appear at the rural depots with savory hams, delicious wines, and gifts for the crew. "If those folks took a liking to you," Cooper remarked, "there's nothing they wouldn't do for you."

The familiar orange trains, however, began to thin out as automobile, bus, and plane competition became more pronounced. Then, a few years after 1955, when the Milwaukee officially changed its color to yellow, only the main line to Omaha, and the branch to Sioux City, retained passenger service within the state.

The Big Switch

In the summer of 1955, Milwaukee track gangs began feverishly to resurface and lay new rail on the Iowa Division. Few people outside the Milwaukee Railroad, and not many in it, knew the reason for this sudden activity. It was not until almost the day of the "Big Switch" that all the nation became aware the Union Pacific would route its streamliners, operating through Omaha to and from Chicago, over Milwaukee rails effective October 30. The newsweeklies and the country's leading papers heralded the fact that, with the termination of the Union Pacific's 75-year-old agreement with the North Western, it would switch its passenger trains over to the Milwaukee.

The Milwaukee was so elated with the changeover it advertised the fact in some 138 newspapers, advertisements often occupying a full page. To expedite Union Pacific trains, it resolved to spend \$7 million, of which \$5½ million was for new diesels and \$1½ million for improved signalling. What is even more striking, the road voluntarily changed its color from the traditional orange to the Union Pacific's yellow with red and grey trim.

On the day of the changeover the five crack Union Pacific streamliners, the *City of Los An-*

geles, City of Denver, City of Portland, City of San Francisco (which is operated west of Ogden by Southern Pacific), and the *Los Angeles Challenger* began operating over Milwaukee rails east of Omaha. Despite some minor "bugs" in the new operation, the first week tallied a ninety-eight per cent on-time record. President J. P. Kiley was on hand in Chicago's Union Station to celebrate the *Challenger-Midwest Hiawatha*, first of the trains to leave the Windy City. In Iowa, people all along the line came out to welcome the new service. A crowd of more than 300 greeted the *Challenger* at Perry while at Marion, Mayor L. A. Franke (who had worked for the Milwaukee for thirty years) presided at a ribbon-cutting ceremony honoring the new service with Union Pacific Vice President P. J. Lynch.

With the inauguration of the new trains, the main line to Omaha has been constantly improved and Centralized Traffic Control extended over virtually the entire route. Although the line in Iowa is now almost entirely single track, its efficiency is nearly that of its former dual tracks, thanks to CTC and long passing sidings.

In keeping with modern economical operation in which trains are consolidated whenever possible, numerous modifications have been made since the change-over in 1955. Schedules have been altered and trains combined so that instead of five streamliners each way, there are now only two, plus the

Milwaukee's *Arrow* to Omaha, Sioux City, and Sioux Falls. The *Midwest Hiawatha* had lost out in the shuffling, and it no longer appears on the timecard, a fact that is much-lamented by many Iowans.

By combining the cities of *Los Angeles* and *San Francisco* and the *Challenger*, one train takes the place of three. Likewise, by consolidating the cities of *Denver* and *Portland* another train has been eliminated. In times of heavy seasonal traffic, particularly during the summer vacation period, some streamliners may be run in sections or as separate trains.

It is a common sight to see trains of twenty or more cars on these luxurious streamliners. All the *Cities* trains stop at Marion and Perry in both directions. From either of these Iowa towns, one can ride the finest trains to Los Angeles, San Francisco, Portland, Salt Lake City, Denver, and intermediate points, stretching from Lake Michigan to the Pacific Coast.

What local service is required is performed by the *Arrow*. When the *Sioux* was withdrawn from service between Chicago and Canton, South Dakota, in 1960, thereby terminating passenger service across northern Iowa, the Milwaukee concentrated its attention on its rehabilitated trans-Iowa line to the south. Thus, while the Omaha line is the only route of the Milwaukee's passenger trains across the state, it is more important than

ever before. There may not be the abundance of trains on this line as there were when orange limiteds streaked over the rails, but the yellow streamliners are much longer, more significant, and much finer than their steam-powered predecessors of yesteryears.

The Milwaukee of Today

Essentially, the Milwaukee looks the same on the map of Iowa as it did during the last century. But many branch lines which were so important to it fifty years ago have become of less significance today. Even at that, comparatively little pruning has taken place, considering the extensive mileage within the state.

Among the first of the early Iowa abandonments was the retiring of the little-used cutoff between Rock Valley and Hudson, South Dakota in 1918. Next came the Farley-Worthington segment on the branch from Monticello. Indeed, the complex of branches from Monticello to Davenport, and from Eldridge Junction to Maquoketa, proved to be so light in traffic that substantial parts of them were removed. The section on the former, between Oxford Junction and Dixon, was scrapped in 1940, and between Monticello and Oxford Junction in 1957.

On the Maquoketa branch, the 9-mile sector between De Witt and Long Grove was abandoned in 1931, and seven years later tracks were out of service from Long Grove to Eldridge Junction. The little 2-mile extension from Maquoketa to Hurstville was retired in 1934.

The longest single abandonment, however, was the 58-mile Turkey River-West Union branch, which ceased operating in 1938. It was a victim of the depression, the motor truck, and possible over-expansion in the first place.

Line revision in the vicinity of Madrid in the Des Moines River valley has resulted in considerable revamping of operation. After the main line was shortened by the erection of the lofty, new bridge across the river at Madrid, the old 5-mile route through Phildia to the south was scrapped between 1918 and 1922.

Then, to eliminate the costly High Bridge over the Des Moines River on the Boone-Clive Branch, the section between Madrid and Granger was abandoned in 1943. By building a new road from Granger to Woodward Junction, where it connected with the main line, operation was continued up to Boone via Woodward Junction and Madrid. The historic High Bridge, which brought the original narrow gauge up from Des Moines, was subsequently dismantled.

The last addition to the Milwaukee in Iowa came when it purchased thirteen miles of the Minneapolis & St. Louis' Storm Lake Branch in 1936. This line connects Storm Lake with Rembrandt, and it was slated for abandonment by the M&StL.

No, there are not many changes on the map, but there are far-reaching changes in methods of operation. Up until about the time of the depression,

six Milwaukee division offices were located in Iowa. Five of these had much if not all their mileage within the state. In the south, Des Moines was the headquarters of the Des Moines Division as was Marion for the Iowa Division. Down near the southern border, Ottumwa Junction had jurisdiction over the Kansas City Division. To the east, Dubuque supervised the Dubuque Division; and on the north, Mason City was the nerve center for the lengthy Iowa & Dakota Division. Finally, on the west, there was Sioux City, whose responsibility covered the Sioux City & Dakota Division, a territory largely outside of Iowa.

Today, there are just three divisions in Iowa, and only one has its headquarters in the state. This is the Iowa Division with its central office in Perry. The other two divisions, the Dubuque & Illinois, and the Iowa, Minnesota & Dakota, as their names would indicate, are not entirely confined to Iowa.

Modern diesel locomotives have eliminated delays incident to steam operation, such as stopping for coal and water, to say nothing of time lost in double-heading and frequent engine inspection. Longer and heavier trains on accelerated schedules to meet competition have tended to lengthen runs.

If the sleek *Cities* streamliners are the pride of the railroad, the "hot" time freights over the same track are the lifeblood of its existence. Currently, three scheduled fast freights shuttle across the state to and from Council Bluffs in each direction.

They operate in close connection with the Union Pacific and account for considerable trans-continental tonnage going over the route.

They operate over a well-maintained, rock-bal-asted track on 115-pound rails over a route protected by CTC and cab signalling. Radio communication between trainmen and enginemen is provided, along with communication to wayside points.

To expedite meat shipments and other high-grade commodities, a time freight highballs out of Sioux Falls, South Dakota, via Canton, and thence through meat packing centers of Spencer, Mason City, and Dubuque to Savanna, Illinois. At Savanna a connecting train rushes the meat to Chicago.

Another fast freight is carded between the Twin Cities and the Kansas City gateway via La Crescent, Minnesota, and Dubuque. In addition, going through southeastern Iowa the Milwaukee has two scheduled fast freights each way to and from Kansas City.

The Milwaukee has coordinated its service so that important branch line points, such as Sioux City and Des Moines, have time freights which connect with main line "hotshots." The road is also enthusiastically fostering trailer-on-flat-car service, Flexivan container traffic and multi-level automobile shipments.

Confident of the fact that excellent passenger

trains advertise a railroad as nothing else can and that such goodwill attracts freight, the Milwaukee is pleased with the increased importance of its main line across Iowa. The superiority of the *Cities* streamliners for passengers is being matched by the prompt dispatch of freight for shippers.

Corporate Name Sequences in Iowa

- Clinton & Dubuque Railroad became the Chicago, Clinton, Dubuque & Minnesota Rail Road in 1878.
- Chicago, Bellevue, Cascade & Western Railway deeded to Chicago, Clinton, Dubuque & Minnesota Rail Road in 1880.
- Chicago, Clinton & Dubuque Railroad deeded to Clinton & Dubuque Railroad in 1877.
- Chicago, Clinton, Dubuque & Minnesota Rail Road deeded to Chicago, Milwaukee & St. Paul Railway in 1880.
- Chicago, Dubuque & Minnesota Railroad deeded to Dubuque & Minnesota Railroad in 1877.
- Chicago, Milwaukee & St. Paul Railway deeded to Chicago, Milwaukee, St. Paul & Pacific Railroad in 1927.
- Dakota Southern Railroad became the Sioux City & Dakota Rail Road in 1879.
- Davenport & North Western Railway, *The*, deeded to Chicago, Milwaukee & St. Paul Railway in 1879.
- Davenport & St. Paul Rail Road deeded to *The Davenport & North Western Railway* in 1876.
- Davenport, Rock Island & Northwestern Railway leased jointly in 1901 to the Milwaukee and the Burlington railroads for 999 years.
- Davenport, Rock Island & Railway Bridge Company name changed to Davenport & Rock Island Bridge, Railway & Terminal Company in 1895.
- Davenport, Rock Island Bridge, Railway & Terminal Company name changed to Davenport, Rock Island & Northwestern Railway in 1898.

- Des Moines, Adel & Western Rail Road name changed to Des Moines North Western Railway in 1880.
- Des Moines & Northern Railway became the Des Moines, Northern & Western *Railway* in 1891.
- Des Moines & Northwestern Railway became the Des Moines, Northern & Western *Railway* in 1891.
- Des Moines, Northern & Western *Railroad* deeded to Chicago, Milwaukee & St. Paul Railway in 1899.
- Des Moines, Northern & Western *Railway* became the Des Moines, Northern & Western *Railroad* in 1895.
- Des Moines North Western Railway deeded to Des Moines & Northwestern Railway in 1888.
- Des Moines Western Railway conveyed to Des Moines, Adel & Western Rail Road in 1878.
- Dubuque & McGregor Railway name changed to Dubuque & Minnesota *Railway* in 1869.
- Dubuque & Minnesota *Railroad* became the Chicago, Clinton, Dubuque & Minnesota Rail Road in 1878.
- Dubuque & Minnesota *Railway* name changed to Chicago, Dubuque & Minnesota Railroad in 1871.
- Dubuque, Bellevue & Mississippi Rail Way name changed to Chicago, Clinton & Dubuque Railroad in 1871.
- Dubuque, Marion & Western Railroad sold to Dubuque South Western Rail Road in 1863.
- Dubuque South Western Rail Road deeded to Chicago, Milwaukee & St. Paul Railway in 1881.
- Dubuque Western Railroad deeded to Dubuque, Marion & Western Railroad in 1861.
- Iowa Eastern Railroad, *The*, deeded to Chicago, Milwaukee & St. Paul Railway in 1882.
- McGregor & Missouri River Railway deeded to Chicago, Milwaukee & St. Paul Railway in 1880.
- McGregor & Sioux City Railway name changed to McGregor & Missouri River Railway in 1869.

CORPORATE NAME SEQUENCES IN IOWA 239

McGregor Western Railway deeded to Milwaukee & St. Paul Railway in 1867.

Maquoketa, Hurstville & Dubuque Rail Road deeded to Chicago, Milwaukee & St. Paul Railway in 1903.

Mason City & Minnesota Railway deeded to Milwaukee & St. Paul Railway in 1871.

Milwaukee & St. Paul Railway name changed to Chicago, Milwaukee & St. Paul Railway in 1874.

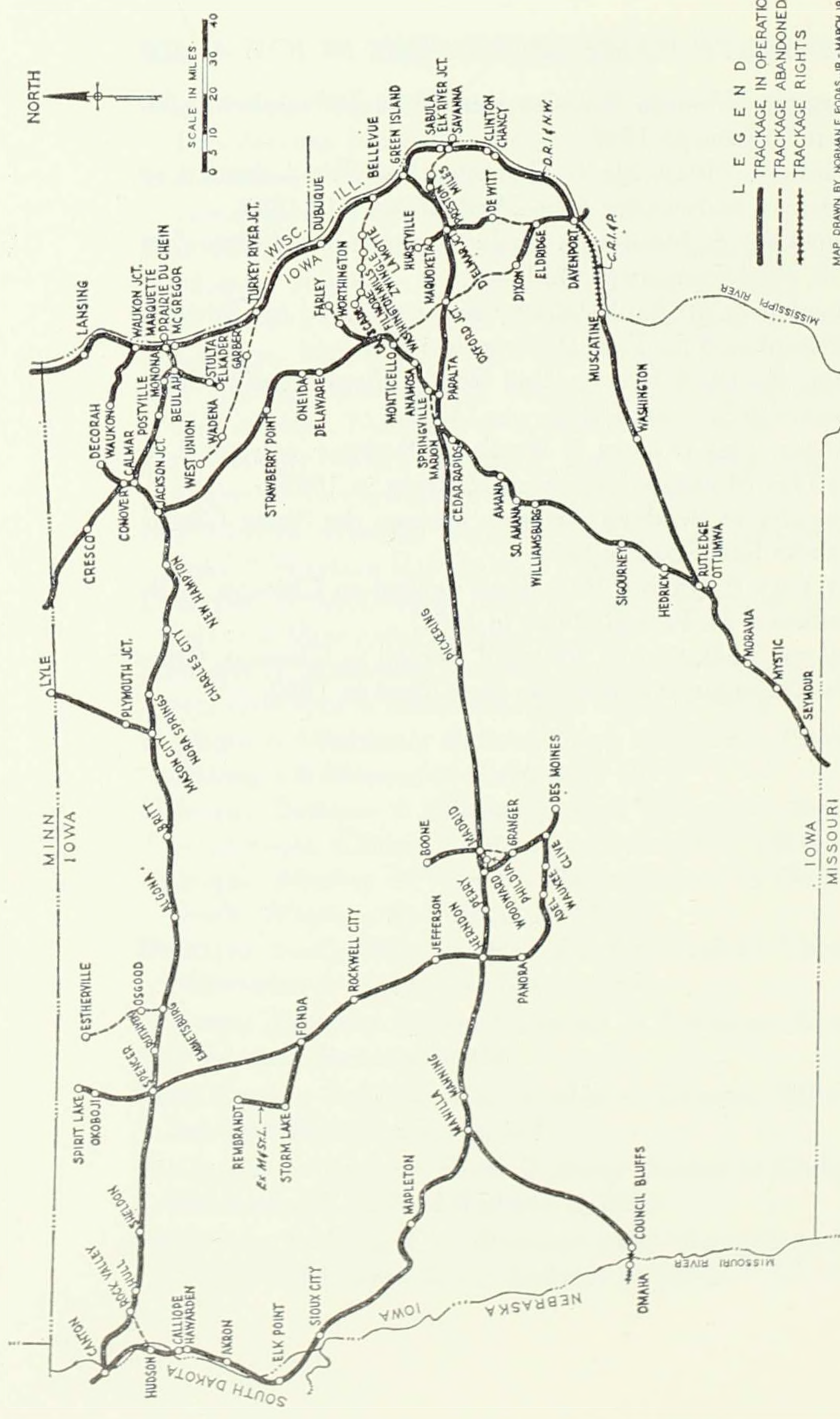
Sabula, Ackley & Dakota Rail Road, *The*, deeded to Milwaukee & St. Paul Railway in 1872.

St. Louis, Des Moines & Northern Railway conveyed to the Des Moines & Northern Railway in 1889.

Sioux City & Pembina Railway became the Sioux City & Dakota Rail Road in 1879.

Sioux City & Dakota Rail Road deeded to Chicago, Milwaukee & St. Paul Railway in 1881.

Waukon & Mississippi Railroad deeded to Chicago, Clinton, Dubuque & Minnesota Rail Road in 1880.

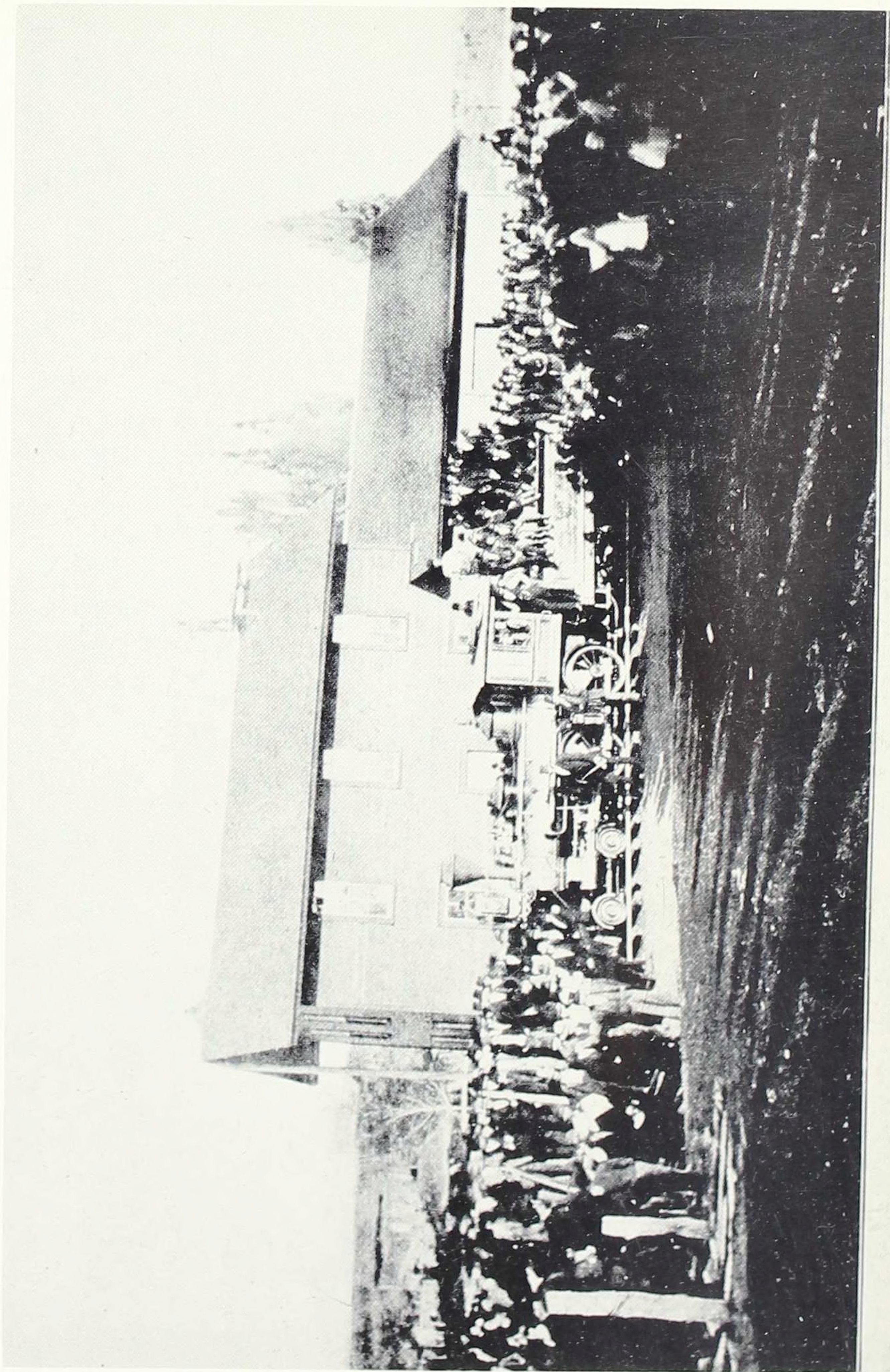


THE MILWAUKEE ROAD IN IOWA

MAP DRAWN BY NORMAN F. FODAS, JR. - MARCH 1964

MAP OF THE CHICAGO MILWAUKEE ST. PAUL RY. and Connections.





FRONT VIEW OF THE WOODS HOTEL