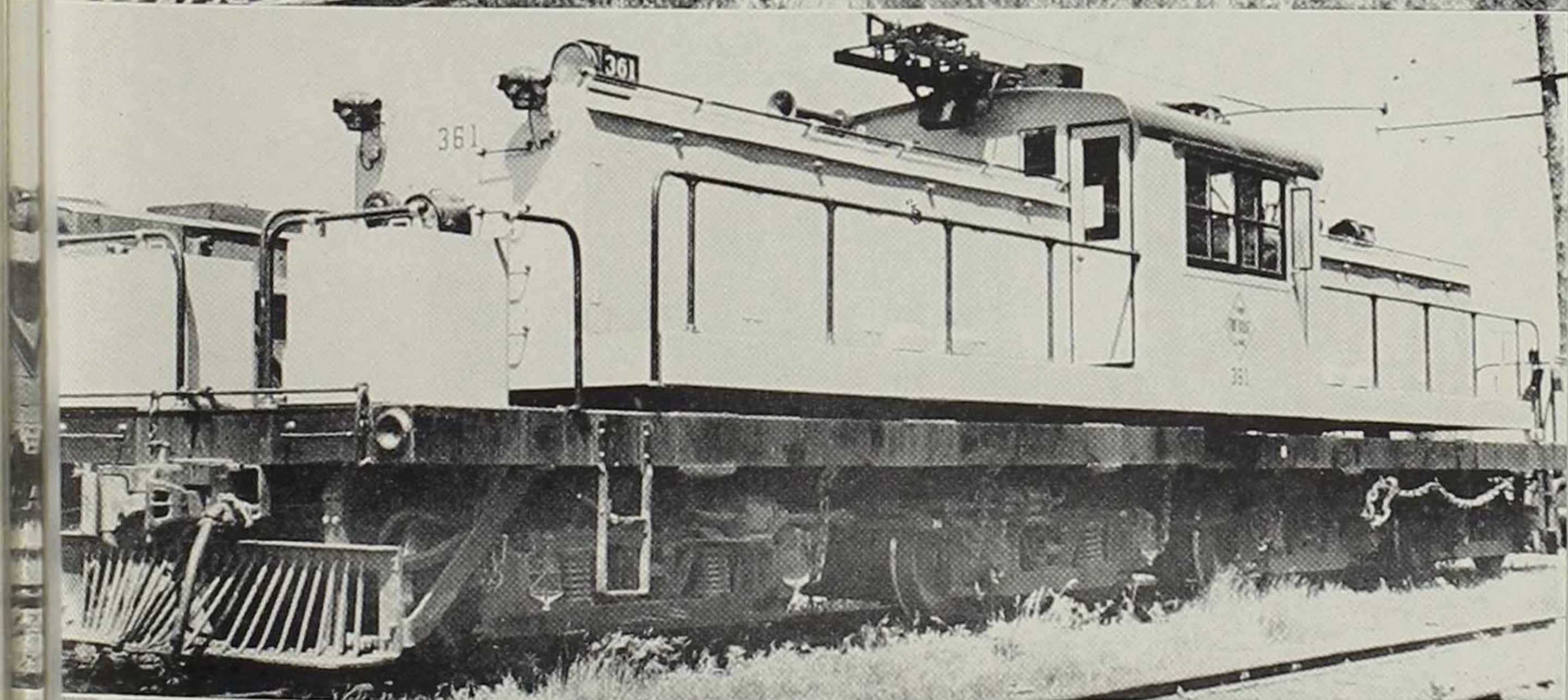
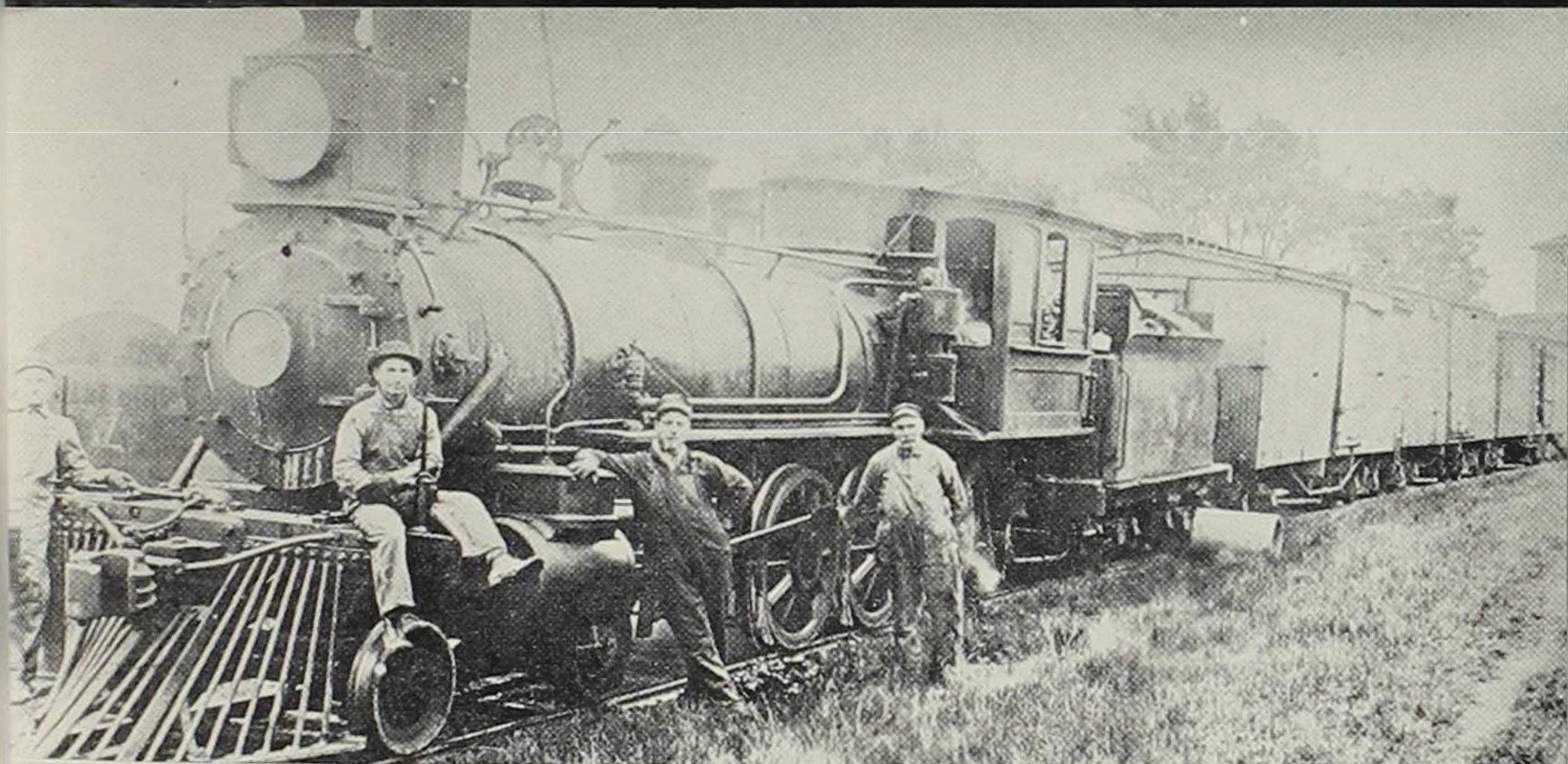


Cedar Rapids & Iowa City

Riders no longer "swing and sway, the Crandic way," on the Cedar Rapids & Iowa City Railway, for passenger service ended May 30, 1953. To the people of Cedar Rapids and Iowa City it marked the end of an era but not the end of the railway. The road continues to do a very heavy freight business and interchanges with all connecting trunk lines.

For almost a half-century "The Crandic Route" (a nickname derived from its initials) was a 27-mile institution for students, traveling salesmen, and country folk along the line. Following the withdrawal of passenger operation, dieselization was inaugurated; and late in 1953 even the 70-ton electric locomotive gave way to the internal combustion engine. Today the Crandic is just another short-line railroad.

The Crandic came into existence when the Cedar Rapids & Iowa City Railway & Light Company was incorporated in 1903. Grading started in the spring of that year, and on August 13, 1904, the road was opened to the public. The route presented no engineering difficulties, except for substantial bridges across the Cedar and Iowa rivers.

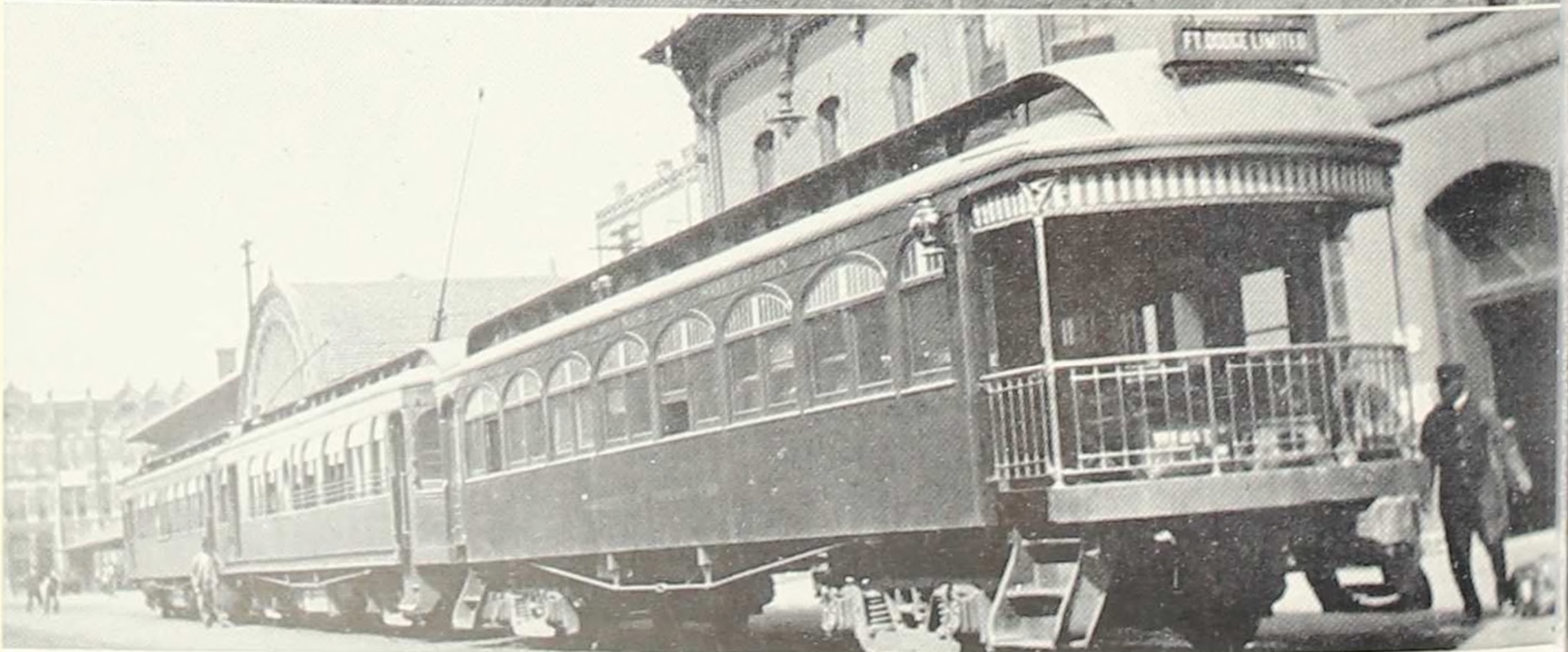
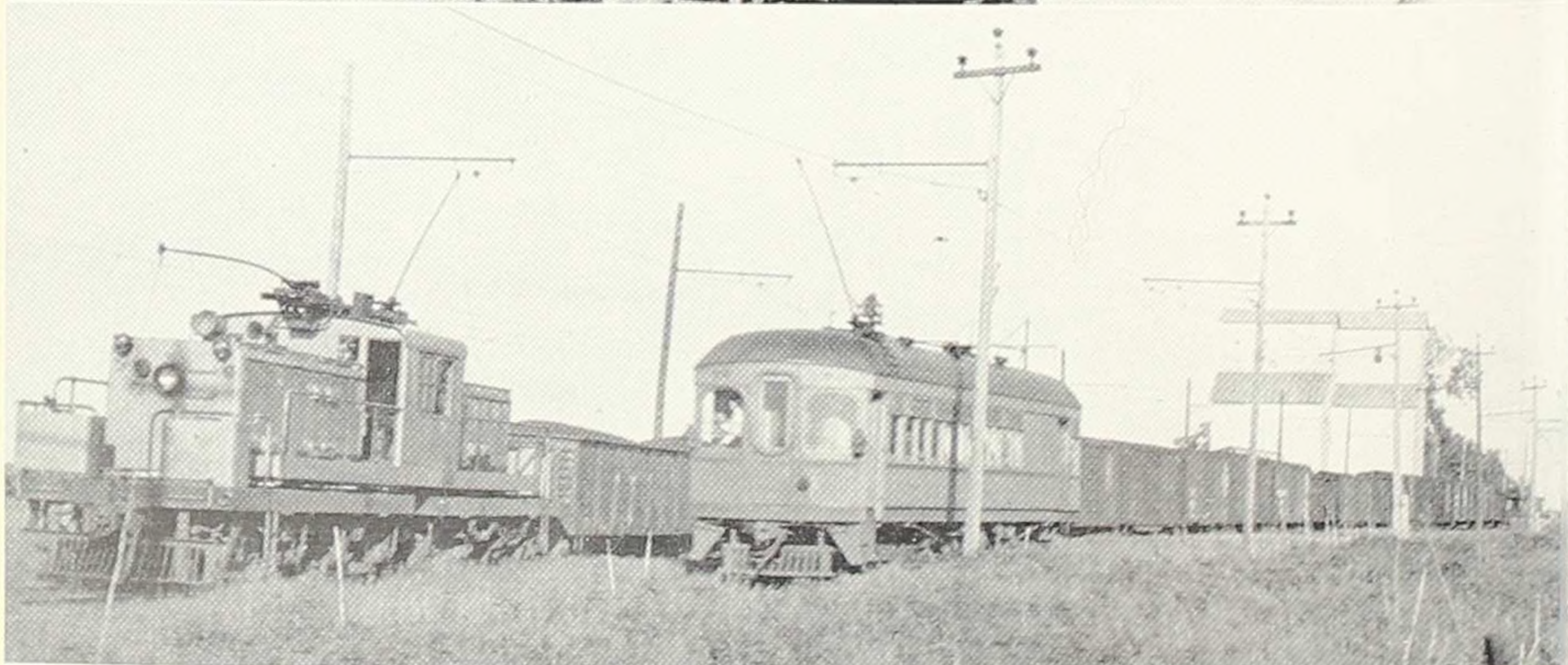


FORT DODGE, DES MOINES & SOUTHERN

Top: Early engine on Boone Valley Line
 Cen: Modern electric locomotive
 Bot: First diesel locomotive used

Photos by

FtDDM&S
 Henry J. McCord
 FtDDM&S



FORT DODGE, DES MOINES & SOUTHERN

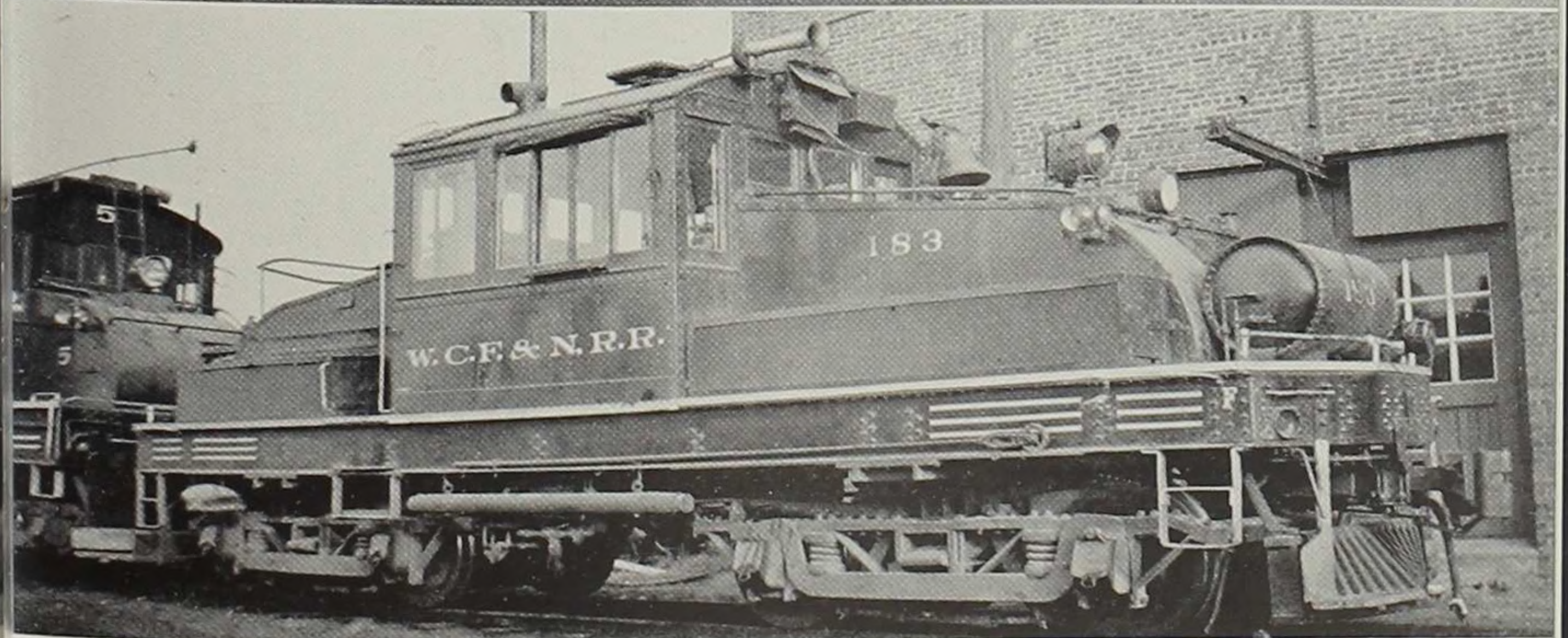
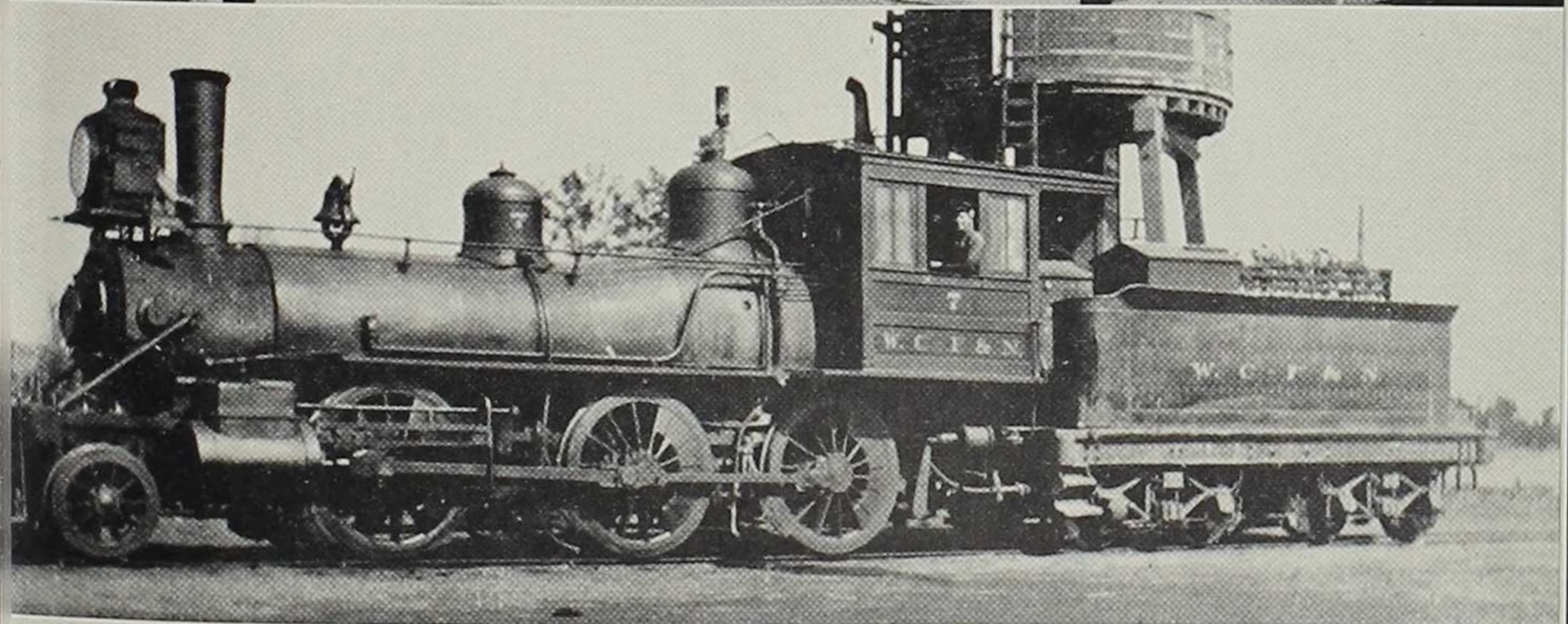
Top: Snowbound on Rockwell City Line

Cen: Trains meet at Napier

Bot: Three-Car Train in Des Moines about 1911

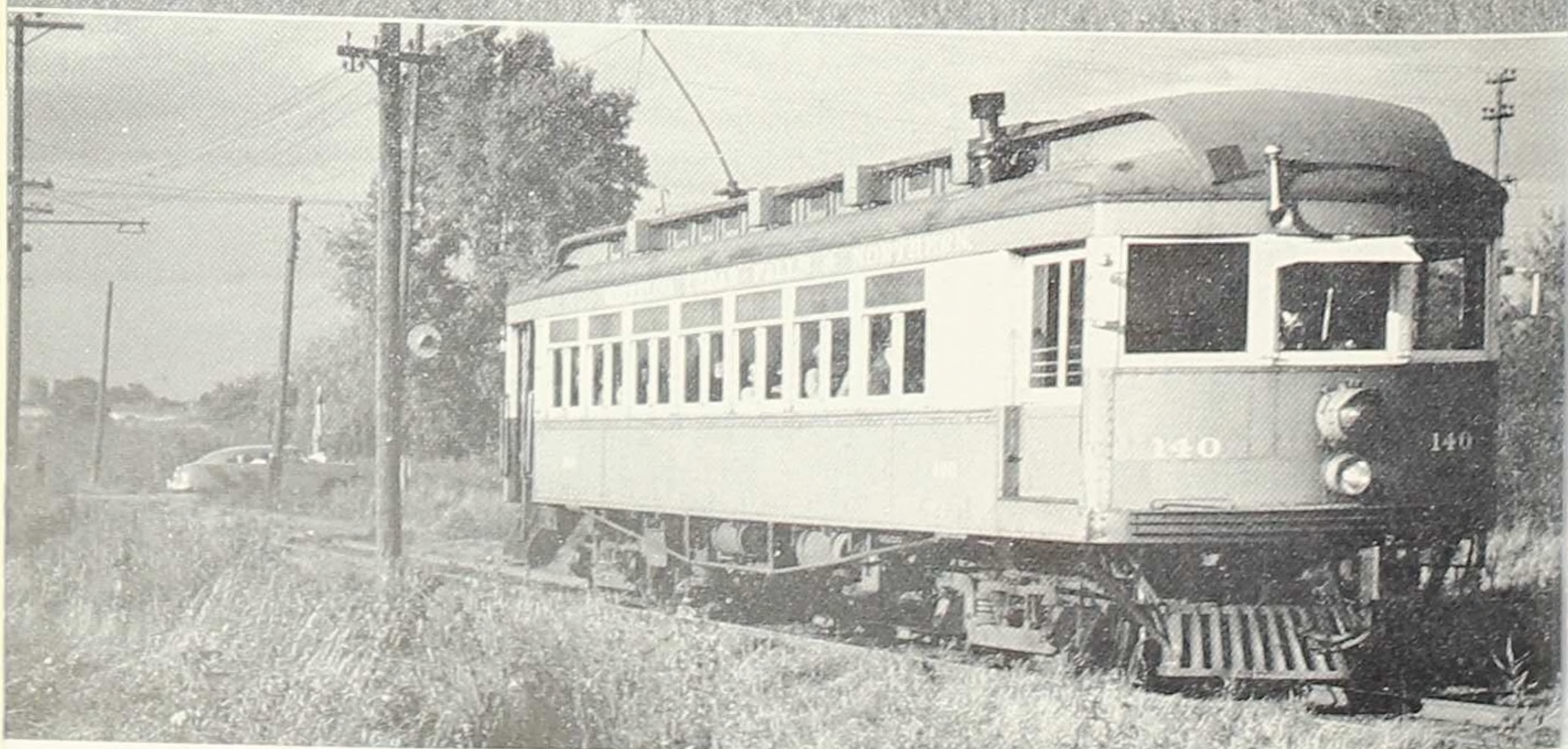
Photos by

A. P. Butts, FtDDM&S
FtDDM&S
A. P. Butts, FtDDM&S



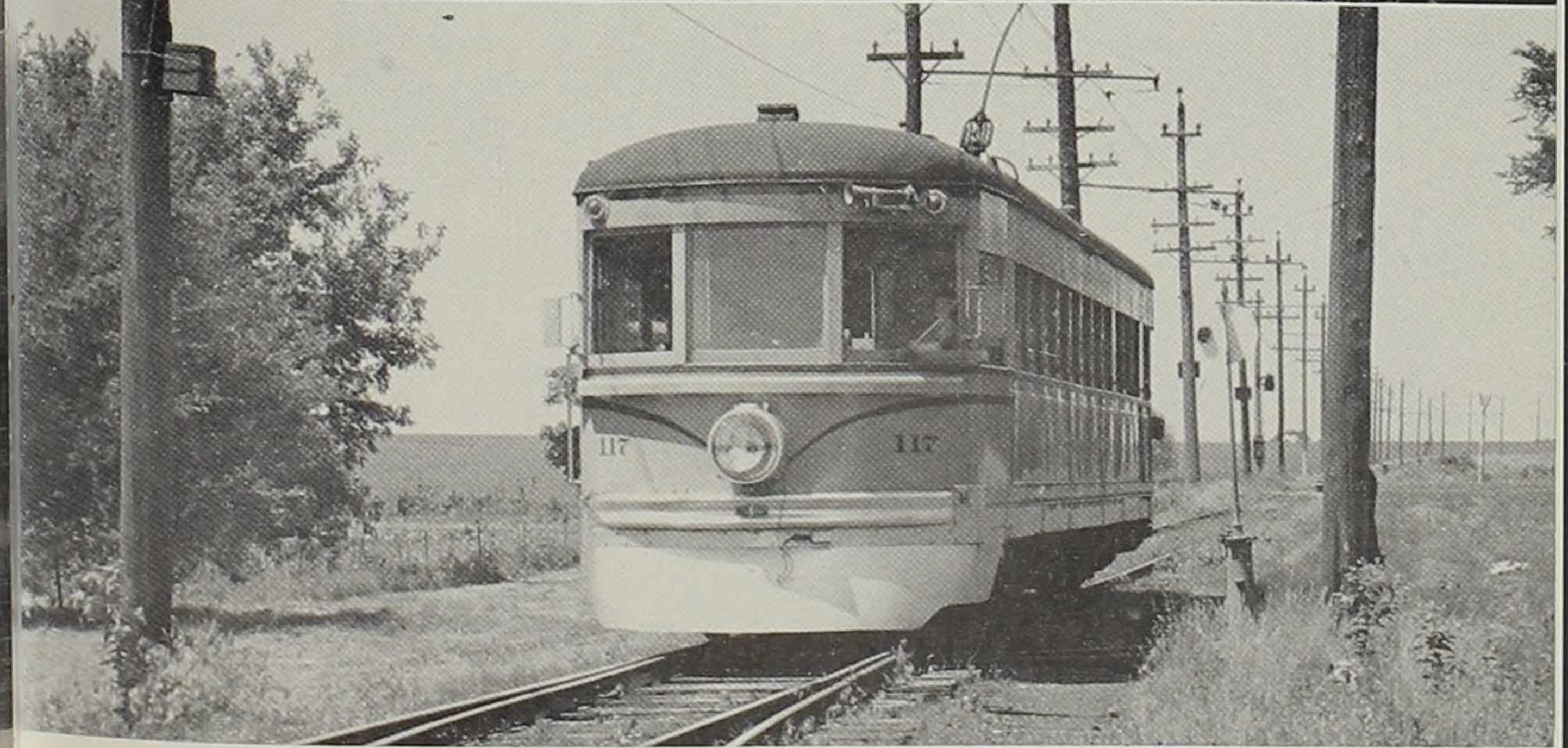
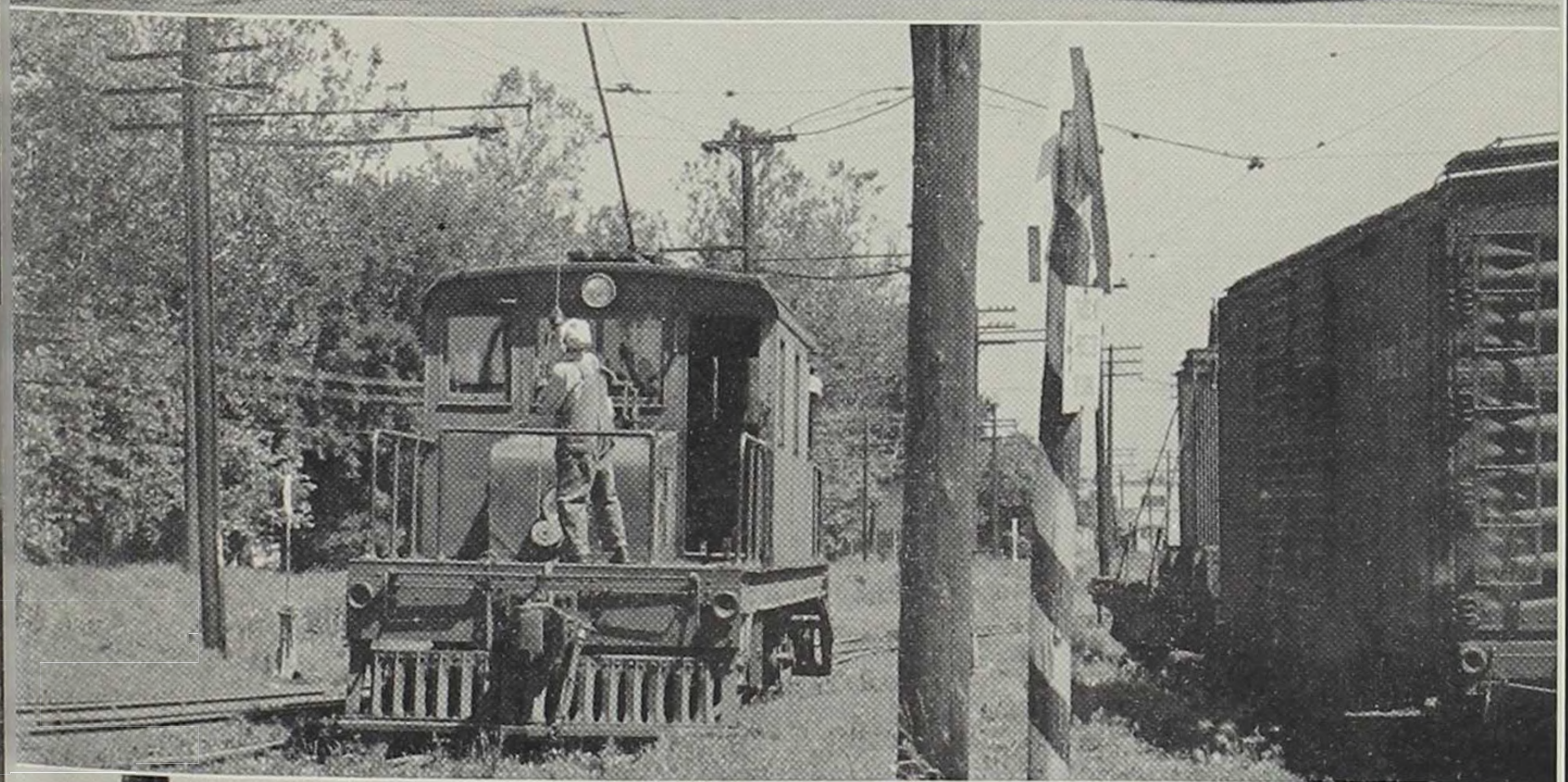
Top: FtDDM&S Station at Boone
 Cen: Waterloo & Cedar Falls locomotive
 Bot: Electric Locomotive on WCF&N

Photos by
 Henry J. McCord
 Barney Neuberger
 Don Hofsommer



Top: WCF&N at Cedar Rapids station
 Cen: Baseball excursion near Mystic in 1910 on CA&S
 Bot: WCF&N leaving Waterloo

Photos by
 W. F. Armstrong
 So. Iowa Ry.
 Donald E. Smith



CEDAR RAPIDS & IOWA CITY — THE CRANDIC

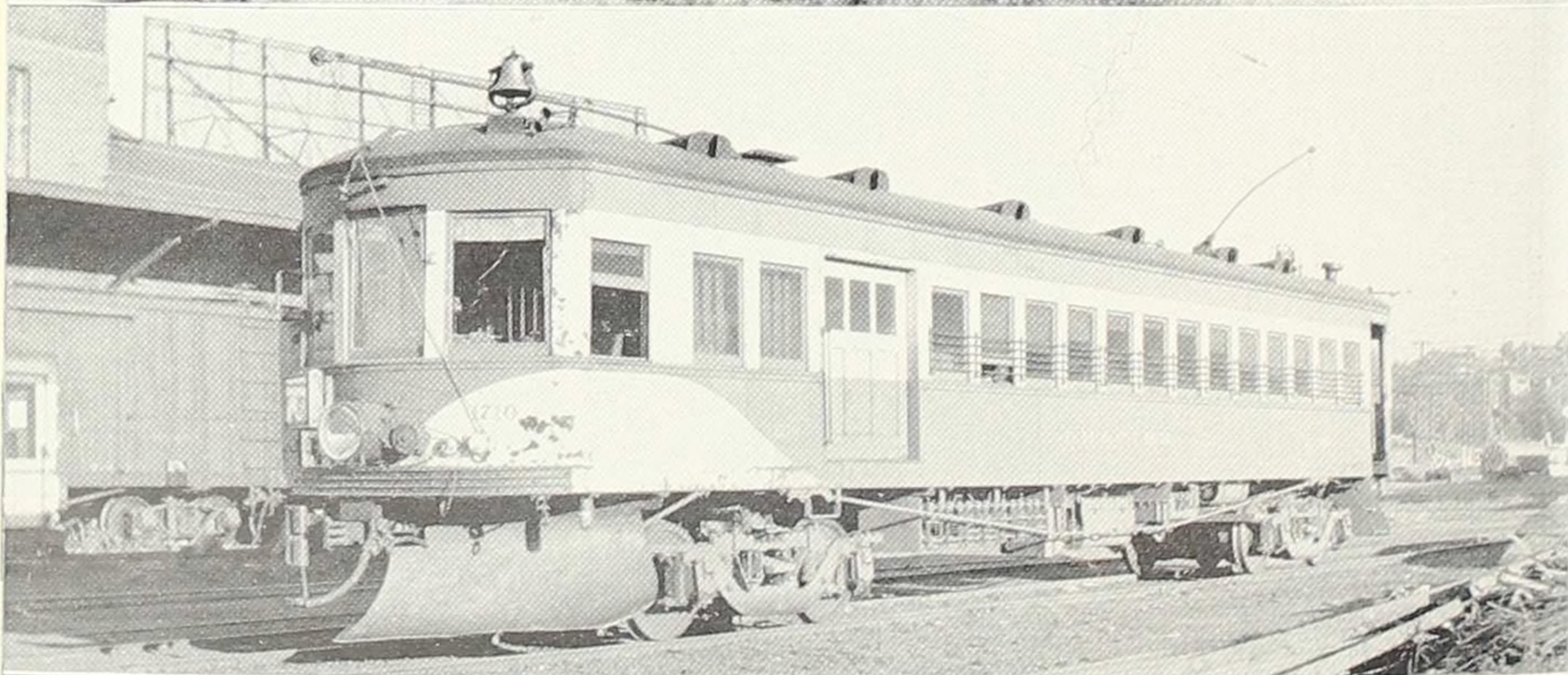
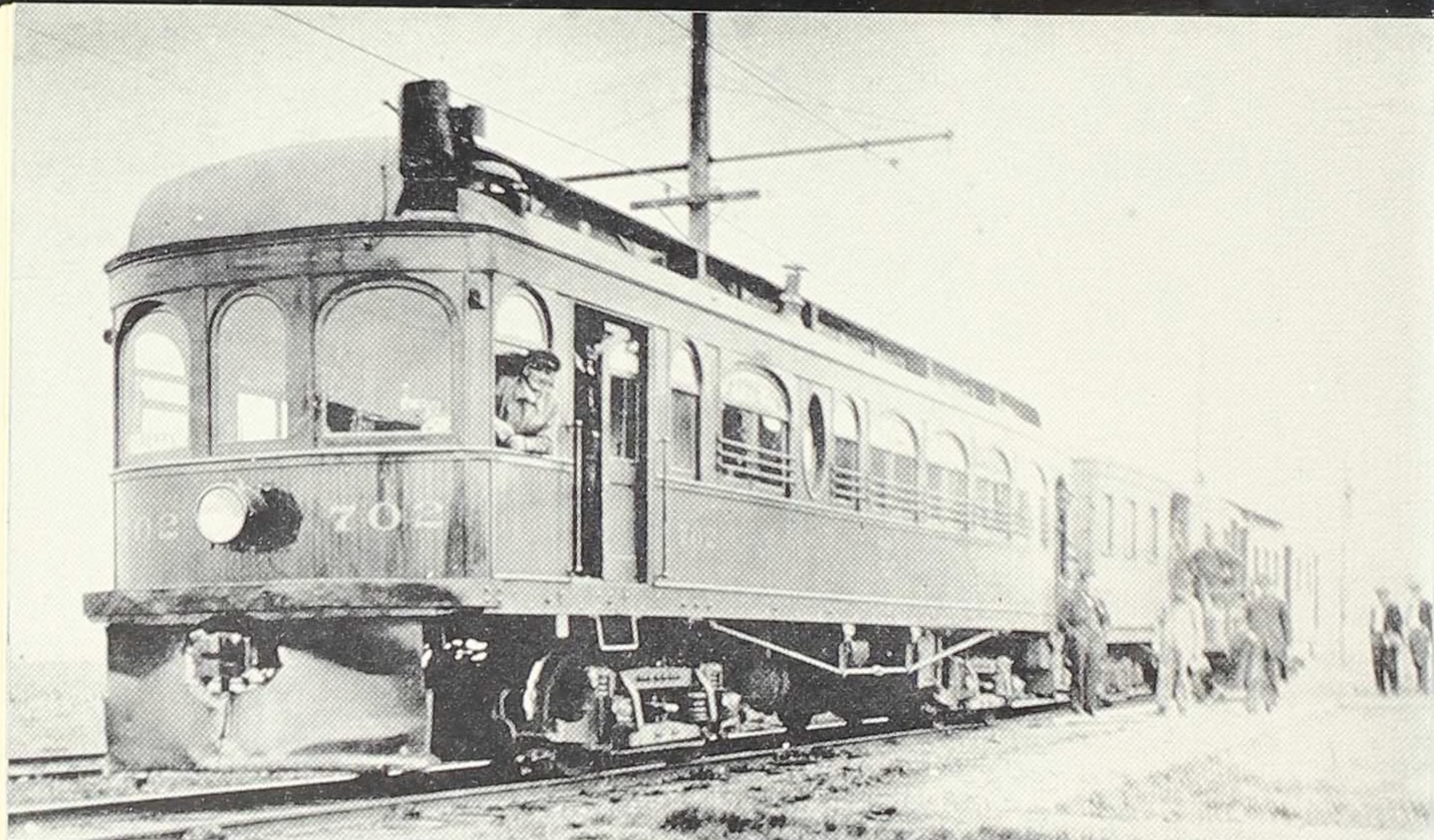
Top: CR&IC in Iowa City

Cen: Switching trolley wires on Crandic

Bot: Crandic "highballing" between terminals

Photos by

Barney Neuberger
H. J. McCord
H. J. McCord

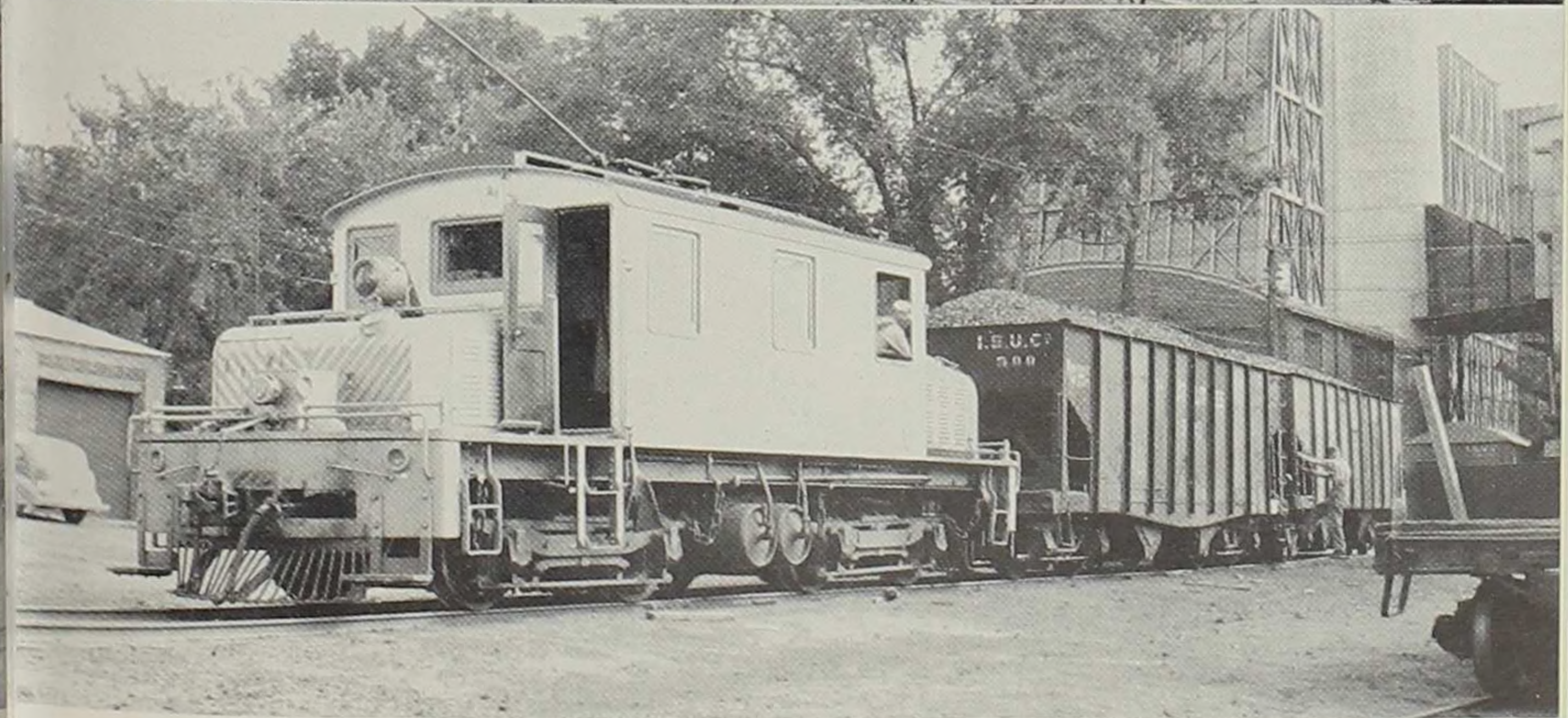


DES MOINES & CENTRAL IOWA RAILWAY

Top: Early 3-car train on Inter-Urban Ry.
 Cen: Electric passenger train
 Bot: Electric locomotive at Des Moines

Photos by

Barney Neuberger
 W. F. Armstrong
 W. F. Armstrong

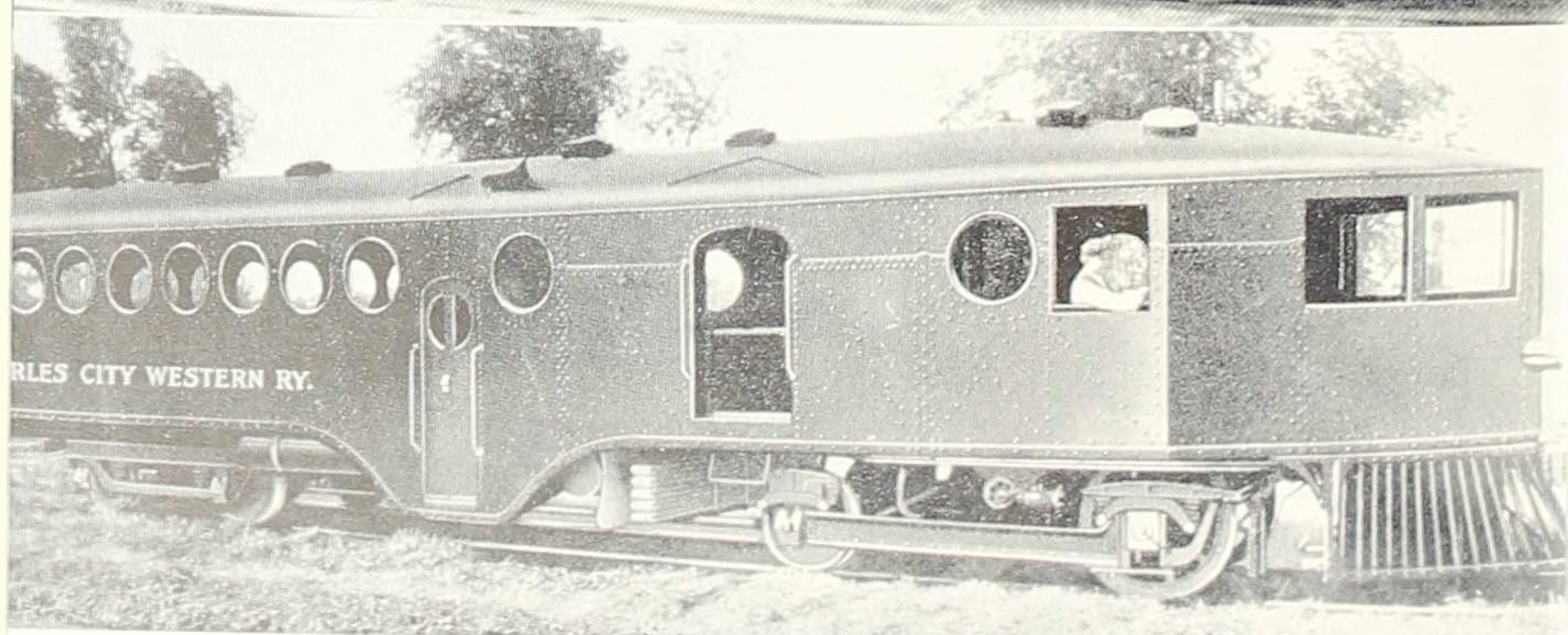
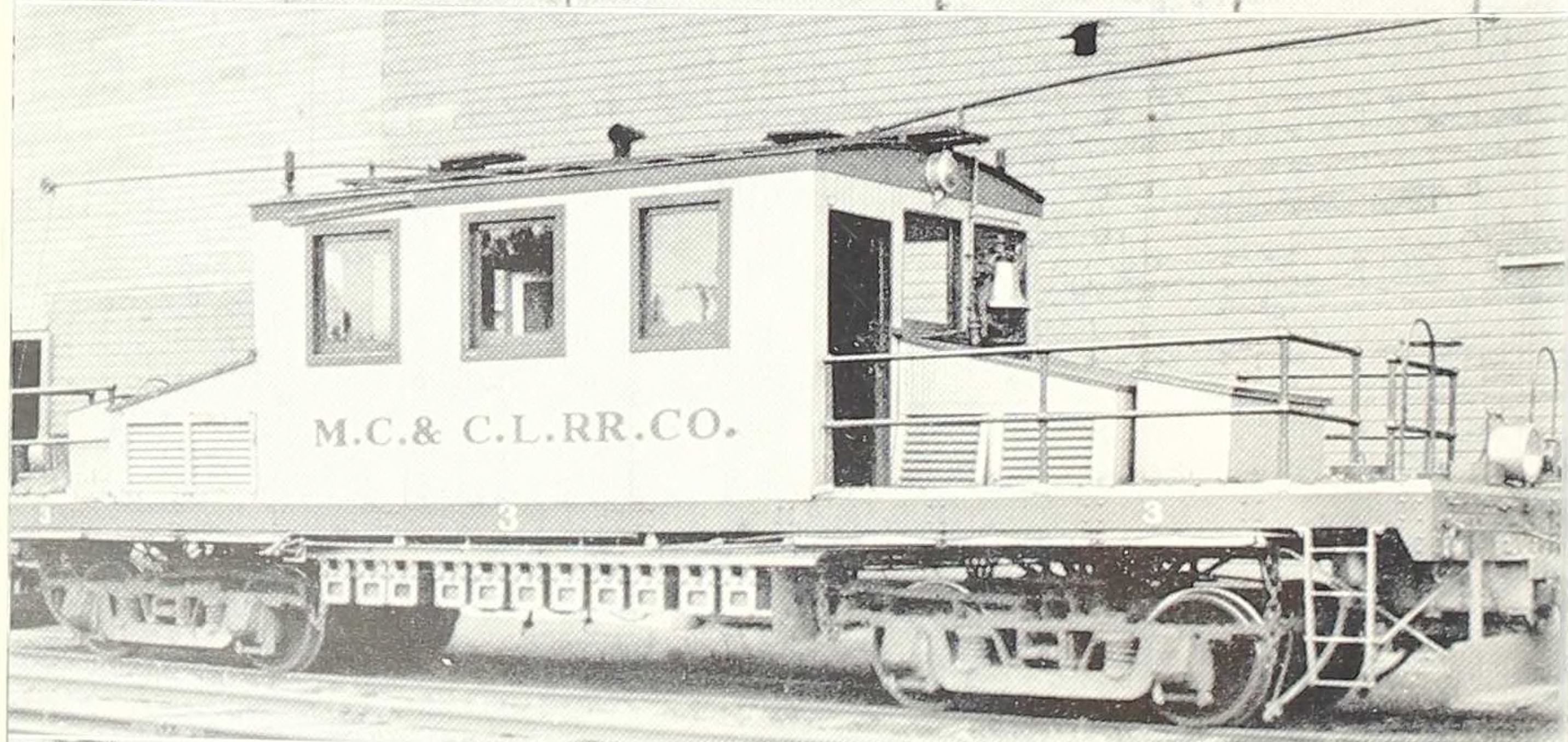


SOUTHERN IOWA RAILWAY

Top: Moravia freight and passenger station 1916
 Cen: Baggage-type locomotive purchased in 1916
 Bot: Modern locomotive at Centerville

Photos by

So. Iowa Ry.
 So. Iowa Ry.
 W. F. Armstrong



Top: Clinton, Dav. & Muscatine (now abandoned)
 Cen: Mason City & Clear Lake motor in 1941
 Bot: Charles City Western's McKeen Gas Motor Car

Photos by
 Paul Stringham
 Eugene Van Dusen
 Eugene Van Dusen

From the start the Crandic was designed as a high-speed electric line primarily concerned with hauling passengers. Its foresighted management, however, soon perceived the value of carload freight, and by 1907 it printed tariffs in conjunction with the steam roads. In the process of growing up it shed the "& Light Company" from its title. From its inception to the present day, however, the road was operated in conjunction with the electric firm — now called the Iowa Electric Light & Power Company. With the exception of the road's third president, Isaac B. Smith, a Dows has always headed the company. S. L. Dows and Colonel W. G. Dows were the first two presidents and Sutherland C. Dows is the present head.

In 1914 an extension was built to Mount Vernon, fifteen miles east of Cedar Rapids. According to the *Electric Railway Journal*, a special four-car excursion was run on March 11 of that year. The *Journal* of May 16, 1914, reported that "the line eventually will connect Cedar Rapids with Davenport." The student traffic on the Crandic was heavy, for the road served both the State University of Iowa at Iowa City and Cornell College at Mount Vernon. The Mount Vernon branch was subsequently extended another two miles to Lisbon.

In addition to its "interurbans," the power company ran streetcar lines in Cedar Rapids, Boone,

and Marshalltown, and operated trolleys on the 3½-mile Tama & Toledo Railroad connecting the towns from which it took its name. All are now abandoned. After the Cedar Rapids-Lisbon line was scrapped in 1928, the company's local streetcars in Cedar Rapids continued to run over its tracks in the city until the late thirties.

Another interesting phase of development was that of a subsidiary, Crandic Stages, Inc., which in the early thirties boasted of buses running from Chicago to Denver via Cedar Rapids. The railway's versatile master mechanic, John Munson, doubled in brass by supervising repairs on some sixty buses as well as on interurban cars and locomotives. Incidentally, the buses had the same Iowa-shaped heraldic symbol as the cars. The busses were later sold to the Interstate Bus Lines.

Munson's ingenuity was responsible for many distinct features of the Crandic which were peculiar to that road. Among these were movable frogs on the overhead wires. When a trainman threw a track switch he automatically moved the overhead frog, thereby guiding the trolley shoe in back-up movements. Formerly crewmen had to pull down the trolley pole and reset it for the wire on a siding. Munson also invented controllers on switch engines operated from both sides of the cab, so that the motorman could observe signals on either side. Munson even had a locomotive constructed in the road's Cedar Rapids shops.

To observant passengers and especially to students making high scores on their Seashore music tests, the clickety-clack of the Crandic is off-beat. And it is! The rail joints are opposite each other instead of being staggered like other railroads. With the recent program of laying heavier rail, however, orthodox rhythm will prevail!

In 1939 the Crandic took on a new look when six lightweight, high-speed cars were purchased from the defunct Cincinnati & Lake Erie Railroad. Capable of obtaining 80 m.p.h. on the C&LE, these low-slung, semi-streamlined vehicles replaced heavier wooden cars. Painted yellow with brown and red trim, they virtually lapped up the hills and cut from ten to fifteen minutes from the running time. Later another "lightweight" was bought, this time from the Indiana Railroad, a once mighty system now abandoned.

More recently the Crandic augmented its motive power with "boomer" electric locomotives from the dieselized Washington & Old Dominion Railway in Virginia, and the late Union Electric Railway in Kansas and Oklahoma. Rebuilt cabooses, painted all-yellow, also enlivened the picture. Heavy double-headed freight trains became common. Meanwhile, in spite of new equipment, revenue passengers declined from over 500,000 in several of the World War II years to 188,317 in 1952.

The last day of passenger service, however,

looked like a familiar football special of yester-years. About three hundred people made the final run, including United States Senator Bourke B. Hickenlooper, who had ridden the line as a young lawyer. At least one passenger, Alfred N. Scales of Iowa City, had the distinction of having ridden the first passenger run in 1904. Railfans came from many sections of the country to ride the farewell trip. It took six cars to haul the throng, all of whom were issued souvenir tickets. At the Iowa City station a band played "Auld Lang Syne."

FRANK P. DONOVAN, JR.