Salvaging the ties in Albion. Here behind the former M&StL depot in Albion, the ties are salvaged. This view is to the south.
The ties in the foreground are loose, some ties in the background have already been bundled, and are awaiting to be
loaded on a depressed flatbed tractor trailer, visible in the distance, on the left.
This was a large pile of ties, stretching almost half a city block. For awhile, it appeared the town of Albion was going to
have a tourist attraction. The salvage crew, however, was quite efficient in shipping out the processed ties and the pile was
"whittled down". September 22 2013, Albion Iowa.
Ties, ballast and rail. In this view from the Fourth street crossing looking to the west, one of the tie storage areas is visible. There is also some rail visible in the upper right of the photo. During the time the Iowa River Railroad operated this line, freight cars would be left in this area for interchange with the UP. Once in a while, the GP 30 would be parked here also. The Third Street/Sixth street viaduct is directly behind us in this view. Photography from this viaduct was difficult, as pedestrian traffic was protected by a chain link fence. The "new" Third ave viaduct, and Eighteenth ave viaducts also have the chain link fence material. Only the Center street viaduct, constructed in 1950 has an unobstructed view of the railroads.
Fourth street crossing, Marshalltown, looking to the southeast. In the distance, is the area where both the Minneapolis and St. Louis and the Chicago Great Western mainlines crossed over the Chicago and NorthWestern mainline. The Third street/Sixth street viaduct is in the background, and in the extreme background, part of the Center Street viaduct is visible. The trees in the center of the photo, marks the approximate location of the former Marshall Mills grain processing plant. Not only did the M&StL trackage outlast the CGW by 30 years in Marshalltown, it appears even in abandonment, it will have more of a presence than the CGW. By creating a bike trail, the M&StL mainline north of the former C&NW main, will allow future generations to bike the M&StL route. The CGW on the other hand is difficult for the younger generation to imagine. The present city bike trail incorporates a very short stretch of ex CGW mainline.
This is the Sixth street crossing in Marshalltown, view to the east. One of the roughest crossings in Marshalltown has been eliminated. It seems odd to drive across this without "creeping" across the tracks. Old habits die hard, I guess.

Just to the right out of view, is the "T" intersection of Lincolnway and Sixth street, note the lights on the grade crossing flashers for north/south traffic on Sixth street, and eastbound traffic on Lincolnway. Oct 27 2013
This is the Sixth street crossing, view to the northwest. This is starting to look more like a future bike trail than a former railroad. A few rail have to be removed, and the equipment boxes for the grade crossing flashers are in this view. The city of Marshalltown has already begun making plans for a bike trail. Whether the future bike trail has a paved surface or one of crushed limestone has yet to be decided. Oct 27, 2013
Another view of the Sixth street crossing in Marshalltown, to the west. Lincolnway is visible on the left. The name of the short lived Iowa River railroad appears on the electrical box. To me, this electrical box is/was one of the few pieces of "evidence" that the Iowa River railroad existed. The GP 30 locomotive, in California Northern colors, was difficult to catch when operating.
View of the Ninth street crossing, looking to the east.
In this view, some of the removed rail is still visible, in a pile just to the left of the roadbed. This pile of rail has been in the same location for several months. Apparently the rail will be picked up as time permits. With the rail off to the side, the ties and ballast have be removed.

Tuesday, November 5, 2013
Ballast removal on the former M&StL mainline, October 27 2013
This is the Ninth street crossing in Marshalltown, view to the northwest. At this point in the abandonment, the ballast was in the process of being removed. The contractors statement that they would be finished by the end of the year appears to be accurate. Most of the ties have been removed and stored. Some of the rail, as in this photo, has yet to be picked up. Most, if not all of the crossbucks, and grade crossing flashers are still in place. It appears that removal of the warning signs will be the final step of the abandonment.