

BAGGAGE CAR

The Extra will publish items dealing with equipment for sale. Items concerned with exchanging or trading timetables, railroadiana, etc. should be referred to the Interchange column. Please state condition of sale items. \$.50 service charge for box numbers.

SIGNAL EQUIPMENT: Have 4 Casey Jones switch or signal motors; 12 volt D.C., red jackets. Also have several assorted HO, OO, S, Pioneer searchlight signals. All are brand new in original boxes; will trade or what is your offer. Box 3; The Extra: 8818 Forest View Dr.; Skokie, Illinois.

BACK ISSUES OF THE EXTRA: Would like to acquire first three numbers of The Extra. State price and condition. Address William Holmes; 225 N. Lorel Ave.; Chicago 44, Illinois.

Must have first two issues of The Extra. Will offer one A-C HO gauge reefer kit. Box 4; The Extra; 8818 Forest View Dr.; Skokie, Illinois.

Need Volume 1 Numbers 1 and 2; Volume 2 Number 1. Harold A. Snell; 3208 W. 81st St.; Englewood, California.

Wanted: Volumes 1: No. 1, 2, Vol. 2: No. 1 & 2. Box 5; The Extra; 8818 Forest View Dr., Evanston, Ill.

Send This Issue To Your Friends..... Without Charge!

The Extra: 8818 Forest View Dr. Evanston, Ill.
Please send a copy of The Extra with my complements
TO;

Ferroequinology

The Study of the Horse

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In the early nineteen twenties, the increasing popularity of the automobile was putting a serious dent in railroad passenger revenue, hence railroads were making every effort to regain these lost fares.

The Milwaukee Road felt that the only way to this end was to offer the passenger new and comfortable trains, speed, and low fares. In 1935 the Milwaukee Road built a new streamlined train including the first streamlined steel loco in the U.S. to be built from the ground up as a new unit instead of a rebuilt glorified streamliner.

As the Milwaukee Road's new train was to be the crack, high speed flyer of the line, considerable interest developed with regard to the name it would carry.

Through the road's publica-

tion, an invitation was extended to suggest a name for it. With the contributions of the general public, who also participated, thousands of names were submitted.

The operating department suggested that the new passenger train be named "A-1", but there were a number of articles carrying this name, including a popular brand of shirts and a meat sauce. Later the department was mollified to a certain extent by designating the locomotive as "A-1".

Another department wanted a short name that could be easily remembered, and one that would indicate great speed. They suggested the name "Flash", but it did not lend itself to the expansive idea as did the name suggested by H. Brophy and C. Bilty of the engineering department. They offered the name "Hiawatha".

The new train would traverse a region rich in Indian lore; passing through Winona (Hiawatha's mother, terminating the

run at Minneapolis, where Minnehaha Falls is located, (the wife of Hiawatha), Such a name would lend itself to further expansion on the story of Hiawatha, for example, naming the coaches after principal characters or objects in the story.

If something denoting speed was desired, Hiawatha surely met all requirements. Everyone has heard of Longfellow's "Hiawatha"...

"Swift of foot was Hiawatha;
He could shoot an arrow
from him

And run with such fleet-
ness forward

That the arrow fell be-
hind him!"

However, in order that the name Hiawatha not be mislaid, an extensive program of propaganda was started: In correspondence with the Alco plant, builders of the locomotive, the originators of the name continually referred to the locomotive as the Hiawatha and in the course of voluminous correspondence with the rail-

road, Alco soon fell into the habit of also referring to it as the Hiawatha.

The diagrams of proposed color schemes each showed the name Hiawatha in a prominent position, and somehow, copies of "The Song of Hiawatha" by Longfellow found their way to the desks of all railroad officers from the President on down.

Mrs. Norman Taylor, wife of the Vice-President of Alco, contributed a piece of poetry entitled "The Song of the Streamlined Hiawatha", which also appeared mysteriously on the desk of the officials. A sketch showing Hiawatha running at high speed and passing beneath the arrow he had shot 'from him' was developed until it was later adopted as the road's emblem.

So with this name constantly before them, the other names gradually faded away from those who were to make the decision. There was nothing to do but adopt the name of Hiawatha. On May 29, 1935, the Hiawatha made its maiden run to St. Paul from Chicago by way of Milwaukee. The train

covered the 400 some odd miles in 375 minutes, even today's diesel powered Hiawathas haven't beat this record.

The original six-car Hiawathas became longer as more cars were added to handle passengers attracted by the new streamliners. Two more Atlantic locomotives were added in 1936, and in 1938 the Atlantics gave way to F-7 4-6-4's. By 1941, both the F-7's and the Atlantics gave up their seniority to diesels, which were first assigned to the morning and afternoon Hiawathas.

In 1947, the Olympian Hiawatha was inaugurated on a 45 hour schedule from Chicago to Seattle.

Now the next time you see a Hiawatha streak by, or note the emblem on a freight car, you will know the extensive somewhat humorous history behind it.

Back Issues:

December, Volume 2, Number 3-10¢

September, Volume 2, Number 4-10¢

December, Volume 3, Number 3-15¢

September, Volume 3, Number 4-15¢