

= Scott Special =

The Scott Special , also known as the Coyote Special , the Death Valley Coyote or the Death Valley Scotty Special , was a one @-@ time , record @-@ breaking (and the best @-@ known) passenger train operated by the Atchison , Topeka and Santa Fe Railway (Santa Fe) from Los Angeles , California , to Chicago , Illinois , at the request of " Death Valley Scotty " . At the time of its transit in 1905 , the Scott Special made the 2 @,@ 265 @-@ mile (3 @,@ 645 km) trip between the two cities at the fastest speed recorded to date ; in doing so , it established the Santa Fe as the leader in high @-@ speed travel between Chicago and the West Coast . The Scott Special made the trip in 44 hours and 54 minutes breaking the previous records , set in 1900 by the Peacock Special , by 13 hours and 2 minutes , and in 1903 by the Lowe Special , by 7 hours and 55 minutes . Santa Fe 's regular passenger service from Los Angeles to Chicago at the time was handled on a 2 ½ -day schedule by the California Limited . It was not until the 1936 introduction of the Super Chief that Santa Fe trains would regularly exceed the speeds seen on the Scott Special .

= = Background = =

Death Valley Scotty (born September 20 , 1872 , as Walter Edward Scott) had used some ore samples he collected near Cripple Creek , Colorado , as a ruse to convince some bankers in 1902 that he had a claim on a high @-@ grade ore mine in Death Valley , California . By 1905 he had conned the banks out of nearly \$ 10 @,@ 000 . Another con he ran in 1905 earned Scott an additional \$ 4 @,@ 000 . It was then that he met E. Burdon Gaylord , the owner of the Big Bell mine . Gaylord needed a flashy way to promote his mine and Scott sought the money behind the mine ; the two formed a partnership in which Gaylord would finance Scott and Scott would promote the mine like no other .

After a few high @-@ priced and newsworthy train trips around the southwest , Scott met with the Santa Fe 's General Passenger Agent , J. J. Byrne , at the railroad 's office in Los Angeles on July 8 , 1905 . Once Scott (who had already travelled cross @-@ country on the Santa Fe some thirty @-@ two times) got in to talk to Byrne , the arrangements were made , thanks to a deposit from Scott of \$ 5 @,@ 500 in cash . The two agreed on a 46 @-@ hour schedule from Los Angeles to Chicago that would begin the following day .

The passenger list for the train was a mere four people : Scott himself , his wife , F. N. Holman , and Charles E. Van Loan , a writer for the Los Angeles Examiner (and one who was adept at helping Scotty create his " miner " persona , inflating the amounts Scotty really spent while " promoting " his " mine ") . The schedule involved operating a three car train across the system , led by no less than 19 different locomotives . The engineers of these locomotives came to be known as the " Nervy Nineteen " .

= = Equipment used = =

The special train consisted of three passenger cars pulled by one locomotive . The three cars used were baggage car # 210 , dining car # 1407 , and Pullman Muskegon . Altogether , the three cars weighed a total of 170 short tons (155 metric tons) . While the three cars remained constant throughout the run of the Scott Special , the locomotive did not . In order to prevent delays on the trip as the train would need to stop for water and fuel , nineteen locomotives were prepared along the route so that as one reached the end of its supplies , it would relay the three cars off to the next fully fueled and ready locomotive to continue the run . For the more strenuous grades over Cajon Pass in California and Raton Pass in New Mexico and Colorado , helpers were added to get the train up and over the summits . At various points throughout the run , problems such as hotboxes did occur , or in one instance a complete mechanical failure of the locomotive , but in each case , the train 's crew was able to get the train to the next relay point , and they usually arrived ahead of schedule .

= = Route and schedule = =

The special departed from Santa Fe 's La Grande Station in Los Angeles at 1 : 00 pm Pacific Time on July 9 , 1905 . The locomotive and three cars left the station and the cheering crowds , estimated at 20 @, @ 000 people , and began its run eastward . The number of people at La Grande Station is remarkable in itself since the train 's schedule was planned only one day before the event ; the Santa Fe used the train as an opportunity to publicize itself and got the word out to news agencies across the railroad 's territory .

In rail transport terminology , the Scott Special operated as an " extra " train . Normally such trains are not allowed any special considerations for schedule and are switched into sidings to clear the main line for the railroad 's regularly scheduled trains . For this run , however , the special was afforded rights over all of the railroad 's regular trains ; all other trains were required to clear the main line no less than one hour before the special was scheduled to pass . As most of the Santa Fe was still a single track railroad , this meant that quite a few regular trains were put into sidings to wait for the special . This accommodation , along with the numerous locomotive changes en route helped to ensure that the train would arrive in Chicago within the 46 @-@ hour schedule .

The first locomotive and crew change occurred in Barstow after the train had passed through Cajon Pass . At one point after passing Cajon summit , the train was clocked at 96 mph (155 km / h) . The locomotive and crew were again changed successively at Needles , Seligman , Williams , Winslow and Gallup before the train arrived in Albuquerque , New Mexico , at 9 : 30 am on July 10 .

To cross Raton Pass , locomotives and crews were changed at Las Vegas , Raton and La Junta . From La Junta , the train was powered by a succession of 4 @-@ 4 @-@ 2 type locomotives that were swapped across the plains in Syracuse , Dodge City , Newton , Emporia , Argentine and Marceline to the Mississippi River crossing at Shopton , Iowa , near Fort Madison . Locomotive 530 was scheduled to take the train completely between Dodge City and Newton , but a burst cylinder head in Kent necessitated adding locomotive 1095 for the 26 miles (42 km) between Kent and Newton .

En route , Scott and his guests enjoyed the finest meals that the Fred Harvey Company had to offer . Menu selections included such luxurious offerings as caviar , iced consommé , and Porterhouse steak à la Coyote .

One more locomotive and crew took the train to Chillicothe where it made its final locomotive change for the last leg into Chicago . Engineer Charles Losee piloted the train for its entire run across Illinois , at an average speed of 60 mph (97 km / h) , staying aboard the train during the locomotive change in Chillicothe . The train officially arrived at Dearborn Station at 11 : 54 am Central Time on July 11 .

= = Legacy and preservation = =

The speed record set by the Scott Special stood for many years and was not beaten in regular service until the introduction of the Super Chief in 1936 . What makes the Scott Special especially remarkable is that it was run under normal operating conditions :

[The] run was made under normal conditions of track , motive power , and equipment , and practically on a moment 's notice . No racing machines were used . The locomotives were the plain , everyday kind , taken from regular runs and manned by employees taking their regular turn . To be sure , the main line was kept clear , and even the exclusive California Limited put on the side track . The Scott Special had the right @-@ of @-@ way . That was the only favor shown it , though the engineers understood they had permission to ' let her out a few notches ' , and they did so , when they could with safety .

In 1955 , on the 50th anniversary of the special 's run , the Scott Special was re @-@ enacted for television . For the show " Death Valley Days " , the production crew was able to reuse Santa Fe locomotive number 1010 , the 2 @-@ 6 @-@ 2 locomotive that was used in the original run between Needles and Seligman (and the only unit still on Santa Fe 's active roster) . Robert Hinze , a fireman on the original Scott Special , was on hand to aid in the recreation as the replica train

worked over Cajon Pass in California . In October 1984 , the Santa Fe donated locomotive 1010 to the California State Railroad Museum , where it remains on static display .

The 100th anniversary of the Scott Special was commemorated with localized events and interpretive displays along the train 's route sponsored by various historical organizations . One such display was shown at Joliet , Illinois , by the Blackhawk Chapter of the National Railway Historical Society ; the Scott Special passed Joliet just after 11 : 00 am on July 11 , 1905 .

Amtrak 's daily Southwest Chief follows nearly the same route as the Scott Special . As of 2006 , the Southwest Chief makes the journey in just under 43 hours , departing Los Angeles Union Station at 6 : 45 pm Pacific Time , and scheduled to arrive at Chicago Union Station at 3 : 20 pm Central Time on the second day of the trip .

= = = General = = =

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