

### Chapter 1 : Kate Shelley and the Midnight Express - NC Kids Digital Library - OverDrive

*In Iowa, a severe storm washed out a railroad bridge near Kate Shelley's home. Knowing that the Midnight Express would be coming, Kate races against time to try and save the train from certain destruction.*

She became a legend. This is part two of her story. Part One is here. This new cutoff was part of a multi-year project to rebuild the highly important mainline between Council Bluffs and Chicago. Construction of the portion through the Boone area began in 1871, and work on a new viaduct over the Des Moines River began in 1872. The highlight was a half mile long, 100-foot-high viaduct over the Des Moines River. Originally referred to as the Boone Viaduct, it gradually became known as the Kate Shelley High Bridge, as a tribute to the young girl who saved the Midnight Express in Moingona. The viaduct was engineered by famed engineer George S. Morrison, and was one of his final projects. At 2,100 feet long; it is still regarded as one of the largest double track railroad bridges in the world. Soon after the new line was opened, the Moingona line was downgraded to a branch line. Newly Completed Bridge, Ca. However, Kate finally took the job of station agent in Moingona. She remained unmarried through her life, despite the interest of coworkers in the area. Her mother died in 1873, and she stayed with her brother, John, who also worked for the railroad. All traces of the line were removed, including the Honey Creek Bridge that had collapsed and set in motion the events of that night in 1871, and the Des Moines River bridge that Kate Shelley crawled across in the dark to save the Midnight Express. The remaining artifacts included the depot, which replaced the original structure that burned the same year, a stone arch in Moingona over Mill Creek, and several miles of railroad grade. The name was created in 1933, and removed from service in 1934. The Boone Viaduct, while never officially renamed the Kate Shelley High Bridge, still stands and can be visited very easily. It was added to the National Register of Historic Places in 1973. In addition, a number of documents pertaining to Kate and her family are in a special collection at the Iowa State University Parks Library. The new bridge opened in 1873. At 100 feet high and 2,100 feet long; it is larger than the old structure. In 1873, the old structure is closed to trains, while the new concrete and steel structure carries the traffic. Side by side, the two bridges create one of the most impressive spectacles in Iowa. Kate Shelley High Bridges, July John Marvig Photo Epilogue While Kate passed away over years ago, her legend and story is one of the most inspirational and common stories passed to children in Iowa. At college in Ames, Iowa; I was hard pressed to find a student who grew up in Iowa not knowing the story of Kate Shelley. The two high bridges off Juneberry Road between Boone and Ogden attract tourists, rail fans and history buffs alike. While the new bridge oftentimes serves over trains a day, the old bridge has been closed since 1873. It is hoped that it can someday become part of a memorial walkway. One would find it very difficult to visit Central Iowa without at least a glimpse of the legend of Kate Shelley.

**Chapter 2 : Kate Shelley Saves the Train: From Heroes & Champions at calendrierdelascience.com**

*Kate Shelley and the Midnight Express (Reading Rainbow Book) [Margaret K Wetterer, Karen Ritz] on calendrierdelascience.com \*FREE\* shipping on qualifying offers. Kate stared at the rickety wooden bridge.*

Background[ edit ] Kate was born at Loughaun, a crossroads near the village of Dunkerrin and the town of Moneygall , in County Offaly , Ireland. The family name was originally spelled Shelly, which is how she wrote her name, but the spelling Shelley was later adopted. Kate had to help support the family by plowing, planting, harvesting crops, and hunting. Red dots on the map are coal mines. On the afternoon of July 6, , heavy thunderstorms caused a flash flood of Honey Creek, washing out timbers that supported the railroad trestle. Olmstead, Adam Agar, and Patrick Donahue. She found the surviving crew members and shouted that she would get help, having to cross the Des Moines River bridge along the way. Although she started with a lantern, it went out, and she crawled the span on her hands and knees with only lightning for illumination. Once across, she had to cover about two miles on ground to the Moingona depot to sound the alarm. Olmsted was never found. The passenger train was stopped at Scranton , with about aboard. The aftermath[ edit ] The passengers who had been saved took up a collection for Kate. The Order of Railway Conductors gave her a gold watch and chain. It was the first and, until the Betsy Ross Bridge in Philadelphia was opened in , perhaps the only one in the country named after a woman. A second viaduct was built alongside the old one by the Union Pacific Railroad from to In July , it was reported that Kate had applied to the Iowa legislature for employment in the State House as a menial because she was destitute and had to support her mother and invalid brother. Ongoing reports that her mother was an invalid or was in ill health, requiring constant care, were also refuted over the years. Her mother died in Although there were apparently men interested in Kate, supposedly including the switchman in the yard at Moingona, [11] she never married and lived most of her life with her mother and sister Mary, known as "Mayme". Kate held many odd jobs, including that of second-class teacher in Boone County , until , when the Chicago and North Western Railway gave her the job of station agent at the new Moingona depot, [12] the old depot having burned down in In June , doctors at Carroll Hospital removed her appendix. After more than a month in the hospital, she returned to Boone County and stayed with John. It operated from to , although the name was officially dropped in The Shelley family donated a collection of letters and papers of family members of Kate, "â€", to Iowa State University. In , the Union Pacific Railroad completed a new concrete and steel one next to it and christened it the Kate Shelley Bridge.

Chapter 3 : Reading Rainbow - Season 9, Episode 9: Kate Shelley and the Midnight Express - calendrierde

*Background. Kate was born at Loughaun, a crossroads near the village of Dunkerrin and the town of Moneygall, in County Offaly, Ireland. Dunkerrin Catholic Church records show that her parents, Michael and Margaret Shelley, married on February 24, , and she was baptized on December 12,*

She rushes to get help, stop the oncoming express, and save the lives of the men in the water. Historical Fiction Aug 06, Reshamad rated it it was amazing Recommends it for: Kate Shelley lived with her mother and younger siblings on a farm in Iowa. Their house overlooked the railroad line which ran over a bridge built on top of Honey Creek river. On July 6th, , a terrible storm raged and hit the Des Moines River valley. Rain poured all day long. Kate and her family watched as the river water kept rising in the Honey Creek. And soon enough the river flooded the banks and the This is a true story of a girl who saved many lives during a raging storm in Iowa in And soon enough the river flooded the banks and the yard. Kate ran to help the barn animals. She let the horses go to higher grounds and rescued the piglets and led them indoors into their house. But the rain kept pouring. Flood water kept creeping closer to their house. It was dark outside now and when the lightning flashed, Kate could see the rail tracks shining in the light. But she wondered about how the bridge itself was holding up in the storm? As the family sat down for dinner, Kate voiced her concerns. Kate knew that the Midnight Express would pass through Moingona station near her house and it would not stop there. She knew that it would cross the bridge over Honey Creek bridge. But was the bridge safe enough? Suddenly, Kate heard a terrible crack and a splash. She knew that the bridge had broken! Kate knew that the engine and the railroad men had fallen into the raging river. She knew that she simply had to go and get help to save the men. Not just that, now that the bridge had gone under, she must find a way to stop the Midnight Express carrying large number of passengers from passing the Moingona station. But will she be able to get there in time? And how will she be able to navigate the thundering storm and pouring rain to get to the station? Kate must fight wind, rain and darkness and make her way over another bridge to get to the station. This true story about bravado and courage of a 15 year old girl, should be a read aloud in every household! Written in simple narrative, the story is easy to understand for young readers. This is a great story to talk about character development and teach about personality traits. It also makes a great conversation starter for teaching children about all the other people who build their careers around saving lives.

**Chapter 4 : "Reading Rainbow" Kate Shelley and the Midnight Express (TV Episode ) - Plot Summary - IM**

*"Kate Shelley and the Midnight Express" Cancel. Kate Shelley and the Midnight Express (Reading Rainbow Book) Sep 1, by Margaret K Wetterer and.*

It originally aired on September 26, Synopsis Edit The episode begins with a montage of trains rolling by. LeVar says, "It seems that trains are always in motion. But even once in a while, a train must stop and cool its wheels. To be safe, he is wearing a hard hat and goggles. Rosie Ellis, one of the engineers, stops to say hi to him. An engineer is the person who drives, or operates, the train. She shows him and the viewers parts of it. The front is called the locomotive. The engine is 3, horsepower, and the whole train weighs a quarter of a million pounds. The wheels and track are made of steel. To keep the former from coming off, they are guided against the latter by steel lips called flanges. The train runs on diesel fuel and its tank can hold up to gallons of it. The locomotive is hooked onto the other cars with steel knuckles and power cables to give the train its electricity. The place inside it where the engineer drives the train is called the cab. Rosie shows how the train is operated and how it goes. LeVar even gets to blow the whistle. Normally, you take the train to get to a specific location. LeVar is going to ride it just for fun. He is going to travel from Los Angeles to Seattle. Before the trip, the locomotive gets hooked up to the other cars and then mail and supplies are loaded. The train then gets pulled up to the station platform where the passengers are waiting to get on board. After LeVar waves goodbye to Rosie, he jumps aboard his passenger car. He loves starting a new trip by train. After he checks the view, the conductor comes by and asks for his ticket. LeVar gives it to him and they wish each other a good trip. On a long train trip, LeVar has lots of time to read. To get it started, he reads a suspenseful story, which is the title book. Such people like Rosie know all about that. She blows the whistle when she comes near a railroad crossing to warn anyone approaching the tracks. Stopping a train takes longer than stopping a car. Rosie says that she loves being an engineer because she grew up near a railroad track. She loved watching the trains go by her house. She loves operating the Coast Star Light by the Pacific coast. LeVar tells the viewers that trains were one of the earliest modes of transportation. Soon, the faster and most popular ones were the steam locomotives. One team of spikers laid down track starting in the east and another did so from California. The two railroad lines were connected in Promontory, Utah in spring A song all about the Transcontinental Railroad is heard to show the whole picture. Since then, train travel became very popular. Steam-, electric-, and diesel-powered ones are fast and cleaner than the streamline ones that burned coal. They have cars with all the amenities one can wish from like restaurants and bedrooms. They are like mobile hotels. LeVar looks through the train to find his bedroom. The first car he explores is the observation one. He goes through another one, but still no bedroom. The next one he passes through is a restaurant on rails. Finally, he finds the one where his bedroom is. He looks about and sees that it looks like a small hotel room. It has a little sink, little soaps and cups, and even a shower and toilet together. He loves listening to the rhythm of the rails and feeling the motion of the train because it soothes him to sleep. He is never too tired for a good bedtime story. He tells the viewers, "Trains are so much fun to ride on. A reprise of the song about the Transcontinental Railroad is played during the closing credits.

**Chapter 5 : Kate Shelley and the Midnight Express by Margaret K. Wetterer**

*Kate Shelley and the Midnight Express Train Part 1 WIKI Info: Catherine "Kate" Shelley born September 25, Died January 12, was a midwestern United States railroad heroine, and the first.*

The Kate Shelley Story It is hard to visit Boone County and not hear the story of year-old Kate Shelley and her heroics to save a passenger train from certain doom in the summer of 1875. In fact, the incident received national and international acclaim at the time and eventually the High Bridge between Boone and Ogden, feet above the Des Moines river was named for the girl who spent her life in the service of the railroad. Kate was born in Loughaun, Ireland, in December, and was only nine months old when her parents, Michael and Norah Shelley, emigrated with many of their neighbors from Offaly county. The Shelleys the name was originally spelled Shelly and in some documents is still found that way spent some time in Freeport, Illinois, with relatives before heading west and settling on a quarter section of farm land near Moingona, in Boone county. The land was not prime Iowa farm land and Michael finally got a job as a section hand on the railroad which was growing to meet the demands of Boone county mines. Joining the family were siblings Margaret, Mayme, Michael, Jr. When Kate was 12 tragedy struck the Shelley household. Her father, now a section foreman, was killed in a railroad accident and shortly afterward Michael, Jr. The young girl who was struggling to keep her family together could never have dreamed of what life held in store for her. July 6, started out as a clear day but by dusk thunderstorms were rolling into the area. The storms were heavy and stiff winds blew through the valley. Heavy lightning lit up the skies. The Shelleys kept a wary eye on the storm. Honey Creek, already high because of recent heavy rains, continued to rise threatening a stable halfway between the Shelley home and the creek. Kate threw a cloak over her shoulders and waded through the mud to the stable to release the animals and let them fend for themselves. Kate and her mother continued to keep an eye on the creek as the night wore on. Coming from a railroad family, both women knew of the dangers that a flood on Honey Creek could present. Another train was due. The midnight express from the west would soon try to cross the same bridge. The express must be stopped when it arrived in Moingona but that meant someone must cross the long Des Moines River bridge. There was no one but Kate to try to make the crossing. She made her way to the washed out bridge. In the light of the lightning, she spotted Wood and Agar who had struggled to the temporary safety of the branches of a tree caught up in the flooding. The other two men could not be spotted. There was nothing she could do for the men in the tree but Kate knew she had to try to do something to stop the express from making its midnight run. Kate headed for the long, high Des Moines river bridge knowing she would have to cross it if she were to have any hopes of reaching Moingona in time to stop the express. Crossing the bridge, even in fair weather, was not an easy task. The railroad knew of the dangers of the high bridge and prohibited anyone from walking on it. To discourage trespassers, the railroad removed some of the flooring from the bridge leaving large gaps between the ties. If she were to cross the span it would be on her hands and knees. The lantern soon went out in the downpour leaving her in the dark, groping for each tie in front of her. Track spikes ripped at her skirt and splinters tore into her skin but she continued to cross the bridge with only the lightning to light her way. Finally she felt for a tie and felt solid ground instead. Running down the track she reached Moingona only to hear from one person. When Kate came to a short time later, she was told that despite the misgivings of one person, the station agent had recognized her and realized that the express must be stopped. A rescue party was being assembled to go after the men from Old No. She insisted on going with the rescue party, crossing the river on the rescue train enroute to Honey Creek. She guided the rescue party to the west bank of the creek where the survivors of the wreck could be helped. A rope was thrown to Wood, still perched in a tree, who fastened down the line and then came ashore, hand over hand. Kate got no rest as reporters arrived on her doorstep for days after the event. Kate was worn down by the ordeal and the attention and four days after the crossing she was confined to her bed for three months. The world was waiting for Kate when she finally recovered her strength. Everyone, it seemed, wanted to help the lass who had given her all. A gold watch and chain came from the Order of Railway Conductors. Poems were written in her honor commemorating the event and letters of adulation came in from around the world. The famous reformer and

temperance leader, Frances E. College president Isabella Parks helped raise additional funds for Kate to attend Simpson during the term of Kate only attended one year and then returned home where she felt she was needed. A payment was due soon and it appeared the Shelleys would be forced from their home. The public response to the news was immediate with the mortgage paid by the auction of an Armenian rug, wove in one of the display windows of a Chicago furniture store. Over the years the North Western railroad had several times offered Kate a job and finally in she accepted their offer assuming the post of station agent at Moingona, the same station to which she had carried the news of the bridge washout. Twice each day she made the trip between her home and the station on foot. It was a route she knew well being the same one she had traveled that night in The bridge she had crossed was replaced in by a new iron bridge, named for Kate, over the Des Moines River. Kate never married, her full attention was taken by her work for the railroad. Kate worked up until shortly before her death on January 21, Today there is no track past the Shelley homestead, the route having been moved several miles north of the original tracks.

### Chapter 6 : The Kate Shelley Story Part Two - The Trackside Photographer

*"Kate Shelley and the Midnight Express" is Episode 9 in Season 9. It originally aired on September 26, The episode begins with a montage of trains rolling by.*

### Chapter 7 : Kate Shelley and the Midnight Express - Margaret K. Wetterer - Google Books

*Watch Reading Rainbow: Kate Shelley and the Midnight Express by Alan Hijazi on Dailymotion here.*

### Chapter 8 : calendrierdelascience.com | Kate Shelley and the Midnight Express

*Kate Shelley and the Midnight Express This is a novel study for Kate Shelley and the Midnight Express by Margaret Wetterer. 11 pages of student work, plus an answer key! This Kate Shelley and the Midnight Express novel study includes the following: â€¢ Novel study title page for students â€¢ Before r.*

### Chapter 9 : Kate Shelley and the Midnight Express by Margaret K. Wetterer | Scholastic

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