

## Running Extra

WE are called for twelve o'clock to take out No. 907," Hi Donnelly's fireman called to him as he strolled over to the round-house. The fireman climbed on the engine to get ready for a trip, while Donnelly walked over to the despatcher's office to get his orders.

Donnelly was in the helper service, running one of the big engines which were attached to all west-bound trains out of Glenn's Ferry, to help them over Medbury hill.

Donnelly had applied at the superintendent's office in Pocatello three months before for a position as engineman. Experienced railroad men were scarce and Donnelly was sent out to Glenn's Ferry, the next division, to run a helper engine, notwithstanding the fact that he could not produce a clearance from the last road for which he had worked—the D. & R. G. But the superintendent did not know that Donnelly had lost his job on the D. & R. G. on account of carelessness—an unpardonable failing in an engineer. His last offence there had been to run his train through an open switch, when the red light showed plainly against him.

"Any orders for No. 907?" said Donnelly as he stepped into the despatcher's office.

"Here you are," and one of the operators shoved out a handful of yellow pages.

The engineer glanced at his orders and saw that his engine, No. 907, was to go into the shops at Pocatello. He went over to where No. 907 was lying and read the orders to his fireman.

"Light engine, No. 907, nine hundred seven, will run extra east, Glenn's Ferry to Pocatello.

"G. F. 11-14-07. 12M.

"31."

"Engine 907, nine hundred seven, extra east, and train No. 5, five, will meet at Bliss. Engine 907, nine hundred seven, will take siding.

"G. F. 11-14-07. 12 M."

"31"