

"Engine 907, nine hundred seven, will meet train No. 55, fifty-five, at Bliss.

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

A half an hour later, having "got the board," No. 907 running light in charge of engineer Donnelly, slid out of Glenn's Ferry. After clearing the switches, Donnelly set the reverse lever up a few notches, opened the throttle wide and watched his engine go. He passed a "slow-board" on a reverse curve that said "25 miles per hour," at a 60 mile pace, and when he approached the Snake river bridge, across which the speed limit was 15 miles per hour, with the mile posts keeping time with the minute hand of his watch, he just steadied his engine with a little air, but never shut off the steam. Donnelly didn't take what he considered unnecessary precautions, when he had no train behind him to be responsible for. Ten minutes more and they were heading into the passing track at Bliss, where they were to meet the west-bound passenger, No. 5, and also the through freight, No. 55.

The passenger was late and engine No. 907 lay on the side-track fully forty minutes, before a trail of smoke on the horizon announced its approach. In the meantime Donnelly got another "31" order on No. 55. The freight had "fallen down" on his schedule and hence the meeting point was changed. The order read as follows:

"Train No. 55, fifty-five will wait at Kimaina until 3:40 P. for light engine No. 907, nine hundred seven."

It was forty miles to Kimaina and the grade at King Hill must be climbed, but an engine running light could cover the distance in as many minutes. But Donnelly was in no hurry this time. He had scorched the rails between Glenn's Ferry and Bliss only to be held up forty minutes at the latter place. He expected the order to be reversed and to be "laid out" at King Hill, the only telegraph office between Bliss and Kimaina. So No. 907 rolled leisurely along while the engineer anathematized the O. S. L. R. R. officials from the superintendent who had hired him, down to the round-house foreman who had ordered the engine into the shops.

But contrary to his expectations, when Donnelly signalled the operator at King Hill, he got the "board." Donnelly saw he had no time to lose. He had orders to clear No. 55 at Kimaina at 3:40 P. M., and failing to do this he would be forced to head into a blind siding until the freight went by. But engineers who have "fallen down" on their time, try to get as near the meeting point as pos-