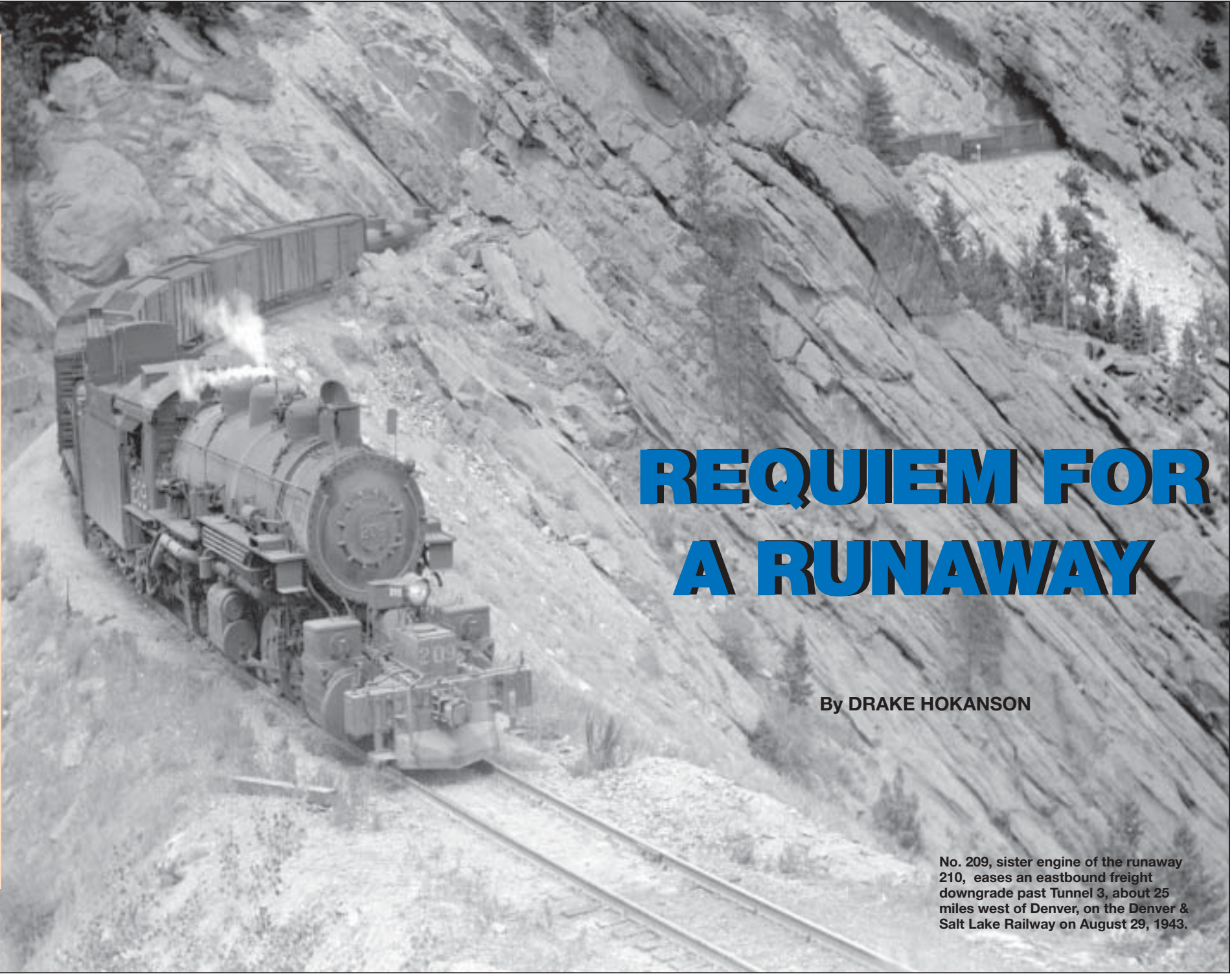


... I figured that if the engine had jumped a little earlier, or if it had angled more downward than outward (what, after all, is the trajectory of a 264-ton locomotive at some unknown speed?), the wreck might be further southeast. I drove the old grade a couple thousand feet to a point where the trees thinned.

Below was more talus, trees, steeper than before. On all fours I climbed down, until without seeing it, I stepped on the dismembered wooden pilot beam of the engine.

I stood up and found myself on a sloped boulder field amidst an array of debris that marked the wreck of No. 210. If I hadn't known the story, I might not have recognized more than scattered junk, but here were all the parts not worth hauling up for scrap. ...



# REQUIEM FOR A RUNAWAY

By **DRAKE HOKANSON**

No. 209, sister engine of the runaway 210, eases an eastbound freight downgrade past Tunnel 3, about 25 miles west of Denver, on the Denver & Salt Lake Railway on August 29, 1943.