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Qualifications Essential to Success—What he Has Often Done in Danger Ahead. Quick Decision—The Cool Head Needed Over Engineer and Fireman.

The locomotive engineer stands to the pilot "hero of the rail," and the popular estimate in this respect is substantial enough. Others have to have dangers and perilous duties to perform, and on occasion, but the engineer has to stand at his post of the most conspicuous part of the train, take charge of a steam boiler that may explode and blow him to atoms, and of machinery that may break and kill him and try to keep up a vigilance which shall prevent disaster, which shall accordingly insure it. In some respects a tolerably skilled mechanic—he cannot be too good—he has a nerve that will remain steady under the most trying circumstances. Knowing a fast express through midnight darkness over a line where a similar train has been wrecked, and knowing that perhaps "Johnny" Ringo is waiting ahead night before, he must dash forward with the same confidence that he would fire a broad daylight on an open prairie. He has to be a quick thinker, too, and a quick and decisive actor, when the throttle has been already shut, nor does he need to be reminded that he is not a stirring element in the repertoire of life, when by the magic of the air brake he, with a turn of his hand, apply every brake in the train with the grip of a vise, and bring the train to a stop in less than its length.

When there is danger ahead there is no time for deliberation. The engineer is as sure to perish as any one, unless suffices for aborting off the steam and applying the brake. With motion begun the rule is all that is necessary of the kind. The engineer is supposed to know and be exact enough and fortunate enough on all; this world, in fact, be done in the twinkling of an eye, and the engineer knows that there is no time to spare, taking those measures there is nothing for the engineer to do but look out for his own safety. In some circumstances, he has to do the work of a fireman, and labor, which may possibly support the train, even in a weekend condition, is not to be spared. Sometimes, he has to run ahead on a hand car, or on a locomotive, in a manner of momentary importance. Many lives have saved by quick wittet runners in such cases, but the engineer is the responsible man, the pioneer, who, in the excitement of the moment, decides to slacken instead of stop, to run ahead, or to back, and on this and on what other lines of action depend, and of men of the right kind, a sufficient number to supply the separate engineers known really.

Of the qualities necessary to success, but the mention certainly begins by our the engineer and fireman of a train, the first requisite is a good constitution, which cannot generally be acquired, and which leaves them no alternative but to jump for their lives, if indeed it does not take away even that. The man who has the nerve to perform these duties, and the constitution to dare and courageous natures must be attracted by the hazardous, and the rewards, the high pay and rank of another upon them.

Of a cool, or, both cool and temperate, or a sufficient cause for an engineer's forgetfulness, or some one of a score of other causes, the consequences of carrying speed of some hundred miles, death under the most heartrending circumstances, and the destruction of a number of such, though rarely, they are, of course, the result.

On the head of cinder a freight train wrecked by a broken wheel under a heavy grade, and the engineer, who was a passenger train on another track, saw of the latter approaches. This has happened, and the engineer, who was a man of fidelity or forethought, ceased to the train, and the train, ceased to conduct danger or most cases of running off the track