



the snowplow working. The lucky seven were overjoyed with this once in a lifetime experience.

Ken Iverson then, with the SP 1100, coupled into and shoved nine cars, including the derrick, from the lead around the balloon track to free up the tracks for the R-A-L. By this point, it was time for lunch. Henry had made arrangements with Dee's Station Cafe to serve the group. Dee was all set p for us and was able to quickly serve a nice lunch as well as taking care of the regular patrons.

Meanwhile, back at the museum, Ken found out that the 1100 did not want to cooperate. It quit loading. Steve looked it over but could not find the problem. The 2873 was cut out of the rotary set and was used then for the R-A-L. Ken and I took turns as instructors, giving each participant a chance at the throttle for a one-way trip around the balloon.

Linda Knudsen worked in the gift shop where we had a nice wood fire going in the stove. Charlie Spikes came in early to help Steve with

the watering and to control the rotary's blades.

After the group left at 3:30 PM, everything was put back in place and the water drained from the units. It was an early in the year event for us, but the weather cooperated with blue skies and warm, 50 degree temperatures. Everyone said they had a good time.

photos by Norman Holmes

Southern Pacific Rotary MW208

The WPRM is one of the few museums in North America that features a working rotary snowplow. Our ex-SP plow was built in 1927 and was the last on the railroad to be converted to diesel power. It was leased to the Western Pacific and used at Keddie and on the HighLine after the WP retired their own plows. It was also one of the plows used to rescue the *City of San Francisco* in 1953. The only death during that dangerous feat occurred when the 208 turned over while being rerailed, killing engineer Holland Raymond.