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From the Editor

As this is being written in early March, we remain acutely aware of the heavy snowfall our region has experienced this winter. That's why it's startling to realize that the "Blizzard of 1958" began on March 19, as recounted in the *History Quarterly* of January 1983 (Volume 21, No.1). As stated in that story, "Unofficial measurements in Paoli showed depths of as much as three feet!" Maybe we've been lucky so far. Let's hope that by the time you read this, all of our snow has melted and spring is finally on it's way.

One winter chore that is no longer performed is related in the *History Quarterly* of April 1998 (Volume 36, No. 2). Author Karl Klingelhoefter notes that in olden times, snow would be transported onto the roadbed of covered bridges, to allow for the passage of sleds and sleighs. Given the choice of clearing snow **off** all of the area roads, or piling some **on** to a few bridges, I'll take the latter any day.

That same article debates the origin of the name for the Knox Covered Bridge, with the Valley Forge Historical Society weighing in on the side of Brigadier General Henry Knox. Local practice, however, favors the naming of bridges after local landowners - in this case, Philander Chase Knox, whose history Mike Bertram relates in an article well-illustrated with political cartoons. Mike's article dominates this issue of the *History Quarterly*, but it only skims the surface of a gentleman with a long and successful career as a lawyer and a politician.

Roger Thorne, president of our Society, authors the other feature article in this issue. Roger builds on Ruth Bascom's eyewitness account of a spring day in 1934 to relate the story of a pioneering effort in the field of rail-roading. While our local connection to railroad history is seemingly well-known, this chapter will be new to most of our readers.

Think Spring!



Knox Covered Bridge illustration by Gordon Maclean, *History Quarterly* Vol. 36, No. 2.

Cover Descriptions

Front Cover: *Renascence*, by Chicago artist Otto Hake, was commissioned by the Chicago, Burlington & Quincy Railroad in 1934, the year of the Zephyr's introduction, and was featured on the CB&Q's 1935 calendar. On November 11, 1934, the Zephyr, later renamed the Pioneer Zephyr, went into daily operation with turnaround service between Kansas City and Lincoln, Nebraska. Shown on the horizon is the Nebraska State Capitol building in Lincoln; and Zephyrus, the gentle Greek god of the west wind, stretches symbolically across the sky. *Courtesy of the Burlington Route Historical Society.*

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B U R L I N G T O N



Burlington Zephyr Rides the Main Line Rails

**Philander Knox:
Forgotten Statesman of Valley Forge**

Back Cover: *Top*: Roosevelt wraps up the nomination of Taft as his successor, 1908. *Source*: *The Philander Knox Papers, Library of Congress*. Copyright 1908 The Judge Company, Publishers, New York.
Bottom: Supreme Court decision of 1895 strikes down the Sherman Anti-Trust Act. Courtesy of the Ohio University Department of History. Originally published in *The Verdict*, May 22, 1899.

