

Columbus Sunday Dispatch  
November 11, 1906

General News of the Railways

PENNSYLVANIA Men Are Pleased by the Raise in Wages Announced for December—Are Made Happy by the Decision of the Corporation to Give Them a Large Chunk of Their Prosperity.



No. 1 shows a happy "brakie" giving the "High Ball" to his Crew. No. 2 is a switching crew in the yards, while everybody will recognize the jolly engineer and his fire laddy in No. 3. Just a smile is shown in No.4, while No. 5 is a switchman who is really happier than he looks.

## [THE MEN GET A RAISE]

Oh, the pessimists may sputter and the agitator's mutter  
Of the poor, benighted railroad man who's crowded to the gutter:  
For these prophets of disaster like a sticky porous plaster,  
Hang on to the situation all the harder and the faster.

But at last, they're down and out, for no one heeds their shout  
Of calamity. All know it isn't true.  
For the Pennsy's men today are reposing, blithe and gay,  
On the sunny side of Easy avenue.

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**FOR** bravery and presence of mind displayed in the saving of a Baltimore and Ohio Southwestern passenger train in the Columbus Yards switchtender L.E. Davidson, who is in charge of the High street switches at night, is to be rewarded by the management of that system.

Davidson is but 20 years of age and one year ago lost his left arm by being thrown under a freight train on the Big Four near Delaware. He has been employed in the Columbus yards but a short time. On the night of October 20, while a crew was switching cars in the Big Four yards near the fair grounds a Norfolk & Western box car, loaded with lumber, got loose and with rapidly, increasing speed rushed through the yards toward the Union station.

### **THROUGH UNION DEPOT**

The yard and road engines screeched a warning but the switchmen were unable to sidetrack the runaway and it dashed through the Union station train shed at a high rate of speed. The switches were set for track No. 7 the track on which Baltimore & Ohio Southwestern passenger train no. 108 was due, and there was great anxiety for the fate of the train as the heavy car rushed down the main track at rapidly increasing speed. The trainmen remember the fate of B. & O. S. W. No. 106 just 12 years ago when two heavily loaded coal cars got away up in the yards and rushing down the B. & O. S. W. track crashed into the passenger train on the steel bridge over the river killing the engineer and fireman.

### **WAS AT HIS POST.**

Davidson was standing at the switch when he saw the runaway. The seriousness of the situation flashed through his mind. Big four local no. 54 was standing on the siding and B.& O. S. W. No. 108 was due. He realized in an instant that an accident could not be averted. He must turn the runaway into the big four freight head-on or let it go down the main track toward No. 108. He heard the passenger train whistle.

### **THREW THE SWITCH.**

He reached down and grasping the handle threw the heavy switch just as the car was nearly upon him. There was a loud crash and a shower of splinters and glass as the heavy car struck the engine of No. 54 with terrific force. The engineer and fire man saw the car coming

and jumped, escaping injury but both the car and the engine were badly damaged. A few minutes after the collision the passenger train came in sight. It was late and was rushing along at a high rate of speed. The main track had not been damaged in the least and it passed into the Union station without delay.

#### **HE CHOSE QUICKLY.**

Davidson will undoubtedly be rewarded for his bravery and presence of mind. To a Dispatch reporter he said: "It was pretty hard to turn her into our own train, but it was a case of lives against property and I thought it would be better to have a freight wreck than a passenger wreck."

The management of the B. & O. S. W. has not made known the nature of the reward to Mr. Davidson, but it is thought that a neat little sum of money will be given him.

#### **AN INDOOR RACE TRACK.**

All the conditions of a 1000-mile run by a locomotive pulling a heavy train can be duplicated in the huge indoor engine trial plant which the Pennsylvania railroad has just completed at Altoona, Pa. By the arrangement of the testing apparatus the largest engines can be run at top speed without traveling an inch. The great advantage is that constant results are obtainable and that these results can be measured and tabulated with far greater exactness than is possible in road trials.

#### **FUEL COMSUMED.**

The amount of fuel consumed, the steam evaporation, even the weight of the cinders and sparks that go up the smokestack, the friction of the various parts – these are only a few of the elements of locomotive performance that are ascertained at the testing plant. Although this plant involved considerable expense, officials of the motive power department say that the value of the results obtainable with it far exceed the cost of the venture.

#### **NINE LOCOMOTIVES.**

Nine locomotives of different types not in regular use on the Pennsylvania have been purchased for testing purposes. One of them is a French engine, which although it is below the Pennsylvania standards, has suggested minor improvements in American designs. "We recognize that progress in locomotive building is not confined to any one road." Said one of the Pennsylvania officials. "By tests and service, and by keeping in touch with advanced practice elsewhere, we determine the best points, and in the future are able to use to advantage the ideas we get from this study."

#### **SUPPORTING WHEELS.**

A locomotive undergoing a test at the Altoona plant rest on supporting wheels. The drawbar is attached to a stationary dynamometer with scales which weigh the pull. The supporting wheel axis extend so as to receive absorption brakes, and the work done consists in overcoming the resistance of the wheels and brakes, the force exerted by the drawbar being measured by the dynamometer. The scales of the measuring device register the traction effort.

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Advertisements

**Cleveland Excursion**  
**\$2.50** Round Trip  
**C., A. & C. Ry.**  
**SATURDAY, NOV. 17<sup>th</sup>**  
ALL TRAINS. Good for Return  
Until MONDAY Inclusive  
**SEE THE OHIO STATE-CASE FOOTBALL GAME.**  
**Football Special Will Leave 6:30 A.M.**  
Tickets at City Ticket Office No. 2  
High Street, Corner Broad, and at Union Station

**Low Rates One Way & Round Trip**  
**TO THE WEST AND SOUTHWEST**  
—Via The—  
**B. & O. S.-W.**  
Round Trip, Homeseekers' | One-Way, COLONISTS'  
Tickets, on Sale Nov. 6 & 20 | Tickets, on Sale Nov. 20th  
Only

\$37.35.....to DALLAS, TEX.....	\$21.45
\$37.35.....to SAN ANTONIO.....	\$25.20
\$37.35.....to GALVESTON.....	\$24.45
\$43.85.....to EL PASO.....	\$30.40
\$35.10.....to OKLAHOMA CITY.....	\$19.65
\$57.35.....to MEXICO CITY.....	\$41.00

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**Special Round Trip, Nov. 20th Only**

\$24.60 NEW ORLEANS.....	} 30 DAY LIMIT
\$24.60 TAMPA, FLA.....	} For Return.

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**Daily Round Trip Tourist Rate**

HOT SPRINGS, ARK.....\$39.75, good 90 days.

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Corresponding low rates to other points.  
For particulars, call at Ticket Office, 13 South High St.



## THE HOCKING VALLEY

Offers to the traveling public, effective Nov. 1st, a new tariff of passenger fares considerably lower than those which have prevailed heretofore, namely:

**Chicago \$7.00**

and to all points West and Northwest in proportion.

**Detroit \$3.65**

and the same in the opposite direction. Palatial Pullman Sleepers run nightly between Columbus and the above cities, and those who have used the line speak well of the

## HOCKING VALLEY

City Ticket Office, Spring and High Sts.  
L. W. BUCKMASTER, Pass'r Agent.

## PENNSYLVANIA SHORT LINES

REDUCED PASSENGER FARES.

New York	\$14.00
Philadelphia	12.85
Baltimore	12.05
Washington	12.05
Pittsburg	4.05
Youngstown	3.60
Cleveland	2.75
Cincinnati	2.30
Dayton	1.46
Louisville	5.80
Nashville	11.30
Indianapolis	4.00
Terre Haute	5.85
St. Louis	10.00
Chicago	7.00

Corresponding reductions to other points East, West, North, Northwest, South and Southwest. For other quotations ask agents or write

L. B. FREEMAN,  
District Passenger Agent,  
Columbus, O.

## LOW RATES

One Way and Round Trip  
**BIG-FOUR ROUTE**

South, West and Pacific Coast

City Ticket Office 23 N. High St.

Excursions Every Sunday  
Via C., A. & C. R'y.

\$1.75 Akron

\$1.00 Mt. Vernon

Train Leaves 6 a. m.

## WEEK END EXCURSION TO CLEVELAND

Saturday Nov. 10th--\$2.50 Round Trip

**BIG FOUR ROUTE**

6-TRAINS EACH WAY-9

Tickets Good 3 Days

## RAILROAD TIME TABLES

Union Station, Columbus, Ohio.



## Big 4 Route

Ticket Office	Depot	Telephone	Leave	Arrive
<b>Cincinnati Division.</b>				
Cin., South & West	2:30am	1:00am		
Ind., St. L. & Chicago	5:40am	8:00pm		
Cin. & Dayton Flyer	6:40am	8:30pm		
Cin. & Louisville Ex.	7:05am	9:30pm		
Cin. & Louis Lim.	10:27am	8:40pm		
Cin. & Way Points	12:30pm	4:40pm		
Cin. & Southern Ex.	4:36pm	11:35am		
Ind., St. L., Chicago	6:30pm	11:35am		
Dayton & Way Points	6:30pm	9:35am		
<b>Cleveland Division.</b>				
Cleveland & Buffalo	2:00am	1:50am		
Cleveland Flyer	7:30am	8:30pm		
Cleve & Way Points	5:35am	8:30pm		
No. 46, N. Y. & Bos. Ex.	11:40am	8:30pm		
20th Century Lim., N. Y.	5:45pm	10:25am		
Cleve & Way Points	4:20pm	8:30pm		
Buffalo, N. Y., Ros.	9:00am	8:30am		
Cleveland Accom.	9:35am	11:15am		

## OCEAN STEAMSHIPS.

### FRENCH LINE

Compagnie Generale Transatlantique  
Direct Line to Havre - Paris, France.  
Sailing every Thursday at 12 a. m.  
From Pier No. 44, North River foot Morton St., N.Y.  

Ha. Touraine	Nov. 15	Ha. Provence	Nov. 29
Ha. Savoie	Nov. 11	Ha. Lorraine	Dec. 1
Ha. Gasconne	Nov. 21	Ha. Touraine	Dec. 11

 Twin Screw Steamer  
JOHN G. GROSSMAN, 111-13 North 11th