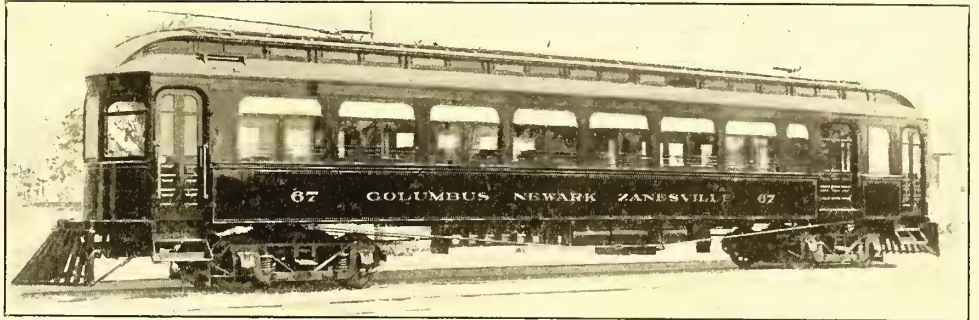


**COMBINATION INTERURBAN CARS FOR THE COLUMBUS, NEWARK & ZANESVILLE ELECTRIC RAILWAY**

Several combination interurban cars of the type illustrated in the accompanying cuts have just been shipped to the Columbus, Newark & Zanesville Electric Railway Company by the Jewett Car Company, of Newark, Ohio. This railway runs from Newark to Zanesville, and is an extension of the Columbus, Buckeye Lake & Newark Traction Company, now operating between Columbus and Newark. The Columbus, Newark & Zanesville Electric Railway also embraces the Newark City lines, including a line to Granville, Ohio, and with the Columbus, Buckeye Lake & Newark Traction Company has a total length of 84 miles. These lines are controlled by the Tucker-Anthony Company, of Boston, and J. R. Harrigan, of Newark (Ohio), is the general manager.

These cars are of the latest design and construction, and are equipped with all modern conveniences. As will be seen from



COMBINATION INTERURBAN CAR FOR OHIO HIGH-SPEED RAILWAY



INTERIOR OF CAR FOR THE COLUMBUS, NEWARK & ZANESVILLE ELECTRIC RAILWAY

the floor plan the cars are unusually long, the total length over buffers being 60 ft. 8 ins. The other principal dimensions are: Width over posts, 8 ft. 4 ins.; width over all, 8 ft. 8 ins.; total height from rail to top of roof, 12 ft. 9 ins.; distance centers of trucks, 40 ft. 7½ ins. The bottom framing consists of six

construction. The body framing throughout is made of white oak, and the construction is of the steam-coach type. The vestibules are of the Jewett wide-vestibule type, with double folding doors at each side. As shown in the floor plan the cars are divided into three compartments, main compartment, smoking compartment and baggage room. The main and smoking compartments

are finished in mahogany, and the baggage room is white ash, natural finish. The finish in the main and smoking compartments is inlaid with neat marqueterie. The ceiling is of the semi-Empire type, and is painted green with gold decorations. The seats in main compartment are of the walkover type, with high, roll-top backs, and are finished with green plush. The seats in the smoking compartment are longitudinal, and are finished with rattan. They were manufactured by Hale & Kilburn. Polished plate-glass is used throughout the car, except the gothics and deck lights, which are of white Florentine ornamental glass. All trimmings are of solid bronze; curtains are of pantasote, of the Keeler type.

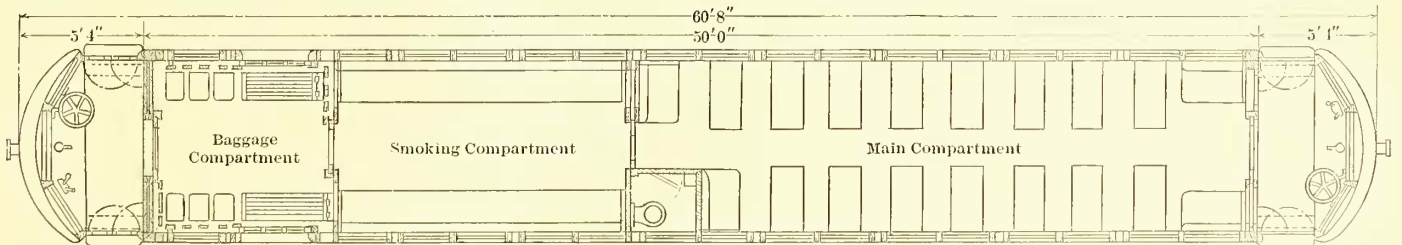
The cars are lighted by forty incandescent lamps, which are so placed that they form arches of five across the ceiling. This gives a beautiful effect and also distributes the light equally through the car. The lamps are of the frosted type.

The cars are mounted on Peckham M. C. B. No. 36-A double trucks, 5¼-in. axles, 4¼-in. x 8-in. journals, with locomotive-type steel-tired wheels. The motor equipment consists of four G. E. No. 73, 75-hp motors, geared for 60 m. p. h., operated by the General Electric multiple-unit control system.

The cars are heated by Peter Smith's hot-water heaters, and are equipped with Christensen air brakes, as well as hand brakes, Van Dorn draw-bars, Crane type of pilots, Wagenhals arc headlights, Knutson trolley retrievers, toilet room, water cooler and De France air blast sanders.

**REGISTERS FORWARD**

A street railway company should make it a rule that whenever it is possible to do so the register should be in the forward



PLAN OF COLUMBUS, NEWARK & ZANESVILLE CAR

Street Ry. Journal

yellow pine sills of compound construction, composed of one piece 5 ins. x 8 ins., and one piece 2 ins. x 6 ins., with a 7-in. x ½-in. steel plate sandwiched between. The end sills, cross timbers, buffers, etc., are made of white oak, and strengthened by steel plates and angles wherever necessary. The under-truss is made of 1⅜-in. round iron, with a 1½-in. turnbuckle in the center and M. C. B. anchors over the bolsters. The bolsters are made of steel plates and cast fillers, M. C. B. style of con-

struction. Where a car runs on a straight track, of course, the position of the register alternates. But where there is a loop at each terminal, and the register is on one end of the car all day long, orders should be issued to the starters that cars should be run out in the morning with reference to getting register in this position. By this means an inspector boarding a car always has the register in front of him, and it also helps the conductor.