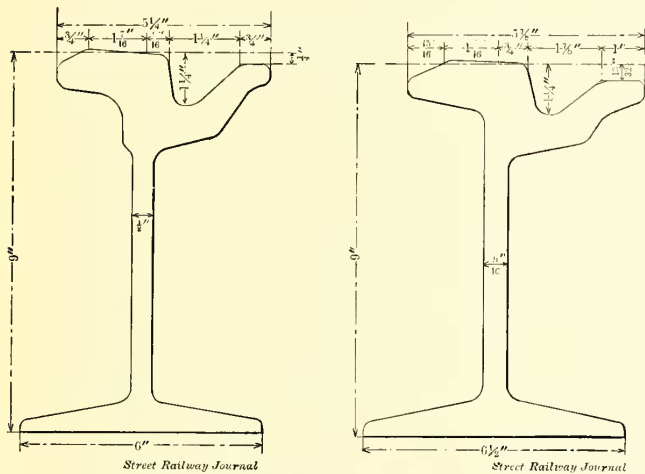


TWO TYPES OF RAIL APPROVED FOR USE IN COLUMBUS

The board of public service of Columbus, Ohio, has approved two styles of grooved rails, either one of which may be used by the Columbus Railway Company or the inter-urban lines entering the city over improved streets. Pattern A, as shown in the accompanying engraving, was de-



COLUMBUS RAILS PATTERNS A AND B

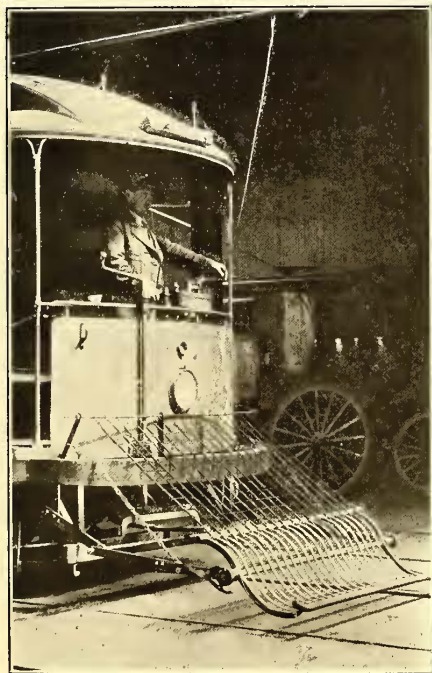
scribed in the STREET RAILWAY JOURNAL on Aug. 24. Pattern B was selected by the board since the publication of that issue, and both were approved by the board Aug. 28. Pattern A, which is known as the Chicago type of rail, must have a weight of not less than 129 pounds to the yard,

city engineer will admit that other types of rail will be approved, but it is understood that upon the advice of City Solicitor Marshall other types are being considered. Mr. Marshall fears that if the electric railways are restricted to one or even two types of rail, they will have ground on which to contest the action of Council and the service board. As matters stand at present, however, the electric lines are required to use one or the other of the rails approved, and official notices to the companies to this effect are being prepared.

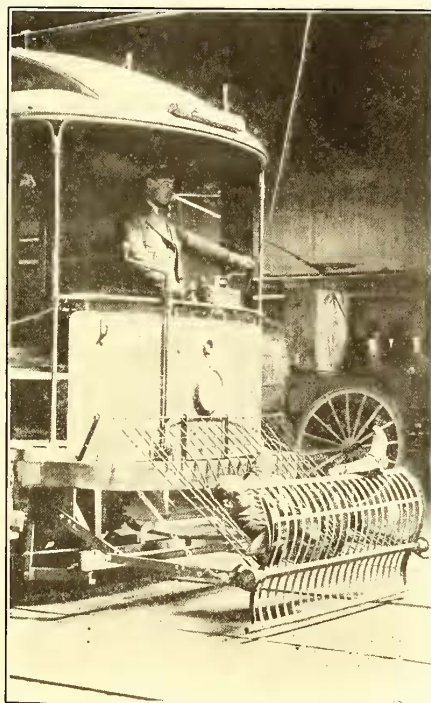
The Ohio Electric Railway Company, it is expected, will contest the order. The company has a precedent in Columbus on which it will probably lay some stress in its fight. The board of public service preceding the present one approved plans for laying T-rail with the special Hayden block paving on the West Town Street line and the work of putting this in is still going on. The city, although it is improving West Town and the laying of the T-rail is in violation of the recent ordinance, has shown no inclination to interfere with that work.

THE WORCESTER FENDER

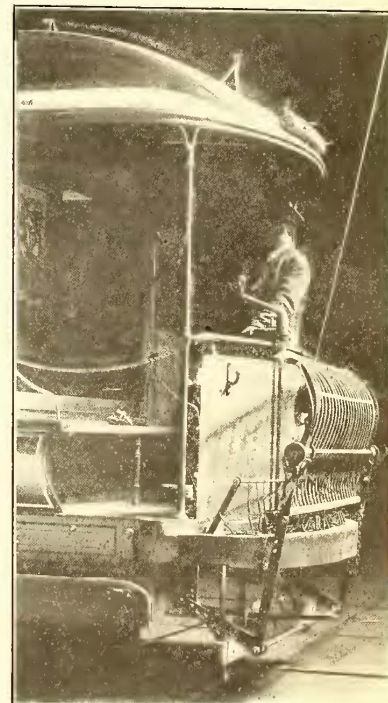
The Worcester Consolidated Street Railway Company is now trying a new double-acting fender invented by J. M. Smith, one of its employees. This fender was one of the many lately tested in Worcester by the Massachusetts Railroad Commission, and made so good a showing that the Worcester Railway Supply Company determined to place it on the market.



FENDER READY FOR ACTION



FENDER IN ACTION



FENDER NOT IN USE

and pattern B, the Philadelphia type, must have a weight of not less than 141 pounds per yard.

The selection and approval of these rails by the service board is in accordance with an ordinance passed by the City Council of Columbus, June 10, 1907, providing that only grooved rails shall be laid on improved streets in the city of Columbus, and requiring the service board to approve the weight and pattern of all such rails. Neither the members of the service board nor the

The general construction and operation of the fender may be clearly seen from the accompanying illustrations. The lower portion is a curved steel grid carried on a shaft which on striking an object turns up immediately to form a protective basket by coming in contact with the upper portion of the fender which is made of chain. The edge of the lower section of the fender is furnished with a rubber hose to soften the shock of collisions. The fender may be easily regulated for any desired rail clearance.