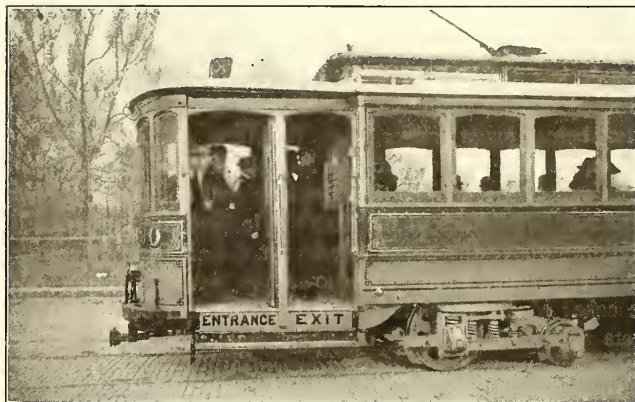


PAY-AS-YOU ENTER CARS IN COLUMBUS, OHIO

On Dec. 1 the Columbus (Ohio) Railway & Light Company put into service on its State and Oak Street line 10 pay-as-you-enter cars recently built by the Kuhlman Car Company, of Cleveland, Ohio, under license from the Pay-As-You-Enter Car Corporation. In general appearance and dimensions the cars are the same as the standard double-truck cars used by this company on its other lines, the principal changes being in the construction of the extended platforms at each end. The cars are intended for double-end operation and are mounted on maximum-traction trucks.



Rear Platform of Columbus Car

A novel feature of the cars is the use of sliding doors to close the exits at both ends while the cars are in motion. The exit door on the front platform is opened and closed by the motorman and the conductor operates the rear exit door.

For 10 days prior to the placing in operation of these cars on the Oak and State Street line a campaign of education was carried on by the company with special vigor in the section of the city served by the Oak Street line. Folders explaining the operation of the pay-as-you-enter system of fare collection were spread broadcast. These folders were



Front Platform of Columbus Car

illustrated with photographs of the new cars and a diagram showing the proper method of entering and leaving the car. Advertisements were carried in all of the daily papers giving the same instructions, and notices were conspicuously displayed in the cars on all lines in the city.

A few days before the cars were put in regular operation one of them was turned over to a motorman and conductor, inexperienced in their operation, for a test. Officers of the

company and a number of invited guests were present to make the trial of boarding and paying fares under the most difficult conditions. Each person was furnished with either car tickets, transfers or cash fares and frequent stops were made for taking on and letting off the trial passengers. Neither the conductor nor the motorman became confused and handled the car in a very satisfactory way, although neither had ever before had any experience or special instruction.

The regular crews on the Oak and State Street line were taken off of their cars on the Sunday before the inauguration of the pay-as-you-enter service and were given a thorough course of instruction in handling the new cars. On Tuesday morning, Dec. 1, the cars were put in service without any ceremony.

The experiment being made on the State and Oak Street line will be continued until the company comes to a definite decision as to the suitability of these cars for handling the traffic in Columbus. If they prove satisfactory it is said that the company will equip all of its lines as rapidly as new cars can be built.

USE OF TRAIN STAFF ON OHIO ELECTRIC RAILWAY

To meet local operating conditions on the Fort Wayne division of the Ohio Electric Railway there has been installed under the supervision of F. T. Hepburn, district manager, an adaptation of the staff system for assuring train clearance. The portion of track thus protected extends from New Haven to the Fort Wayne city limits, a distance of 5.1 miles. It is said that while this scheme is based on the principle of the English staff system it really is a substitute for a train register or clearance card on a busy single-track line.

The scheme of operation is extremely simple. A staff, which comprises a wire hoop with train numbers on tags attached, is received by the motorman of a westbound car from the agent at New Haven and this motorman deposits the staff or hoop at the siding at the Fort Wayne limits, known as siding No. 20. If, for instance, train No. 101 is due at the siding at 10:10 a.m. on its way to the Fort Wayne station, which it should reach at 10:25 a.m., and an eastbound car leaves Fort Wayne at 10:20 and is due at siding No. 20 at 10:32, it may be that on account of the turning loop in the city and the different streets used by inbound and outbound trains, the crews of the two trains would not see each other. Under such conditions the only safe plan to follow would be that no train should enter the single track leaving the city without asking the dispatcher if the opposing westbound train had passed siding No. 20. For the dispatcher to be certain of this fact it would be necessary that No. 101 report at siding No. 20.

To simplify the conditions here explained the operating department has issued special instructions on its timetable stating that "Train No. 104 must not pass siding No. 20 unless No. 101 has passed that point," and a staff numbered 101 at the siding is evidence that No. 101 has passed. The use of this staff saves the time required for both trains to report and avoids the possibility of a tie-up in case of a failure of the telephone. Bulletins provide that if a train comprises more than one section the last section shall carry the staff between New Haven and siding No. 20. There are several meets similar to that here described throughout the day and it is said that this adaptation of the staff system serves very well to facilitate train movements in perfect safety.