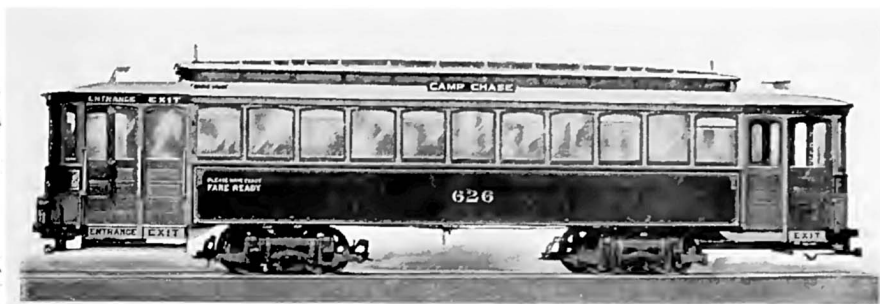




PAY-AS-YOU-ENTER CARS FOR COLUMBUS, OHIO

INTERESTING DOOR ARRANGEMENT

COLUMBUS has a population of about 200,000 and is laid out in nearly a square; consequently the street car lines are fairly short. The business district is largely centered in a short section along High Street about four blocks long. There are also a number of large manufacturing plants on the outskirts of the city. To provide rush hour service to meet the congestion caused by these conditions would tax the capacity of any line in a city of corresponding size. In order to best meet these conditions the Columbus Railway & Light Company has adopted as standard the P-A-Y-E type of car illustrated. Seven cars comprise this order, and four more with steel underframes are under construction. The G. C. Kuhlman Car Company designed the special type of steel underframe and side construc-



PAY-AS-YOU-ENTER CARS FOR COLUMBUS, OHIO. The platforms are 7 ft. 6 in. long and arranged for double-end operation. The trolley boards are trussed to bring most of the weight to bear over the body ends. Photographed on temporary trucks

tion of the order now in hand, which will be the subject of an article in an early issue.

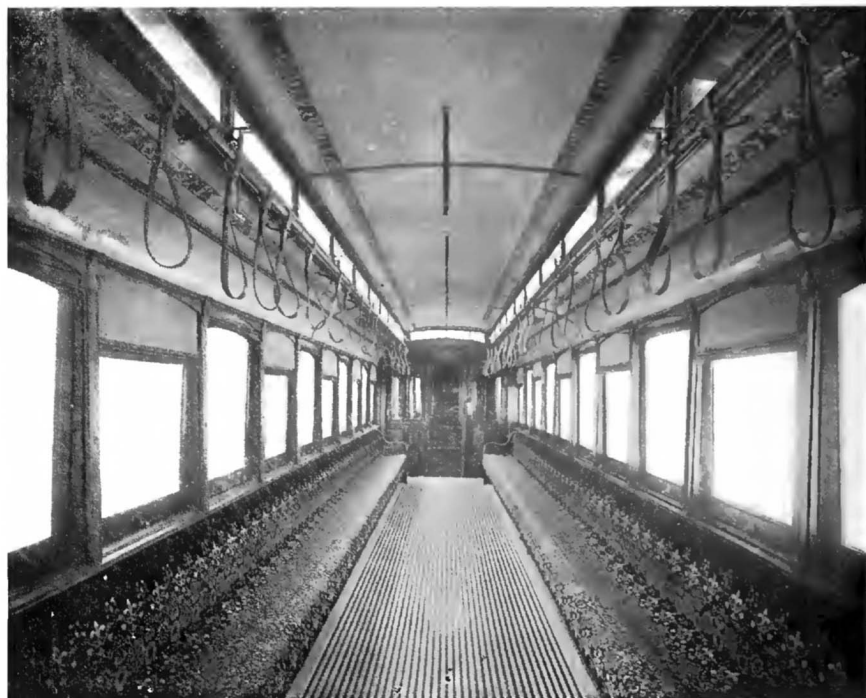
The door arrangement is somewhat out of the ordinary. The vestibule doors at the step entrances and exits are of practically a standard P-A-Y-E type. At the center of each entrance side of the platforms there is a post to which the doors are attached and another on the platform which forms a stop for the doors and to which the conductor's railing is connected, the other end being fastened to the bulkhead partition. The entrance doors are single folding and the exit single swing, both having fittings to hold them open automatically. At the other side of the platforms is a single sliding door operated by the motorman. The bulkhead doors are of a rather unusual type. At the left hand side of the car, looking forward, there is a single door which slides into a pocket in the center of the bulkhead. The track is provided with stops to keep the door either open or shut. On the other side there is a double-acting single swing door attached to the corner post. This



PAY-AS-YOU-ENTER CARS FOR COLUMBUS, OHIO. Seating capacity, 55. The rear entrance and exit doors are hinged to the center post and the front exit has a sliding door

swings in past the end of the seat and out against the pocket for the single exit sliding door. The roof is of the monitor deck type, with trussed trolley boards, bringing the principal weight over the bulkheads. The sides are straight and the underframe of wood substantially reinforced. The side sills are plated with $\frac{3}{8}$ x 15 $\frac{1}{2}$ -in. steel plates reinforced on the ends by 2 $\frac{1}{2}$ x 2 $\frac{1}{2}$ x $\frac{1}{2}$ -in. angle iron. The windows are of single sash type arranged to drop into covered pockets.

Length of body	31 ft. 6 $\frac{7}{8}$ in.	From sills over trolley boards	9 ft. 5 in.
Length over platforms . . .	46 ft. 6 $\frac{7}{8}$ in.	From floor to headlining . .	8 ft. 2 $\frac{1}{2}$ in.
Length of platforms	7 ft. 6 in.	From track to step	17 in.
Centers of side posts	33 $\frac{1}{2}$ in.	From step to platform . . .	15 $\frac{1}{4}$ in.
Width over sills	8 ft.	From platform to car floor .	8 $\frac{1}{4}$ in.
Width over posts	8 ft.	Seating capacity	35
Extreme width	8 ft. 5 in.	Wt. of car, less trucks, air	
From track to sills	2 ft. 10 in.	and electrical equipment	18,240 lbs.



PAY-AS-YOU-ENTER CARS FOR COLUMBUS, OHIO. At the front left side of the car is a sliding door, and at the right a hinged door. The window sashes drop into wall pockets