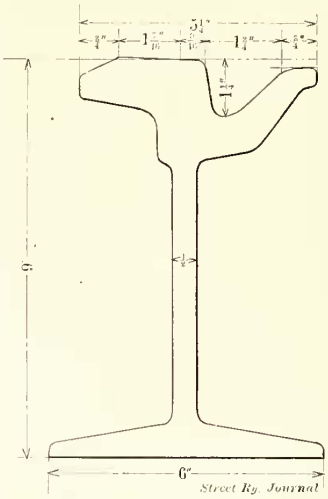
THE RAIL CONTROVERSY IN COLUMBUS SETTLED

The controversy between the Board of Trade of Columbus and the railroad companies over the type of rail to be used by the interurban companies operating in the city, has been settled by the adoption of a type of rail which is almost a full groove, with the web nearly under the center of the tread. A section of the rail is shown herewith. It is said that the board proposes soon to take up the question of rails for the regular city lines and that a standard will be adopted which shall be used hereafter for new track and where track is rebuilt. The rail question at Columbus has been under consideration for months, and the decision reached will be of general interest, especially in other cities where a decision of the rail question is yet to be made.



NEW COLUMBUS RAIL

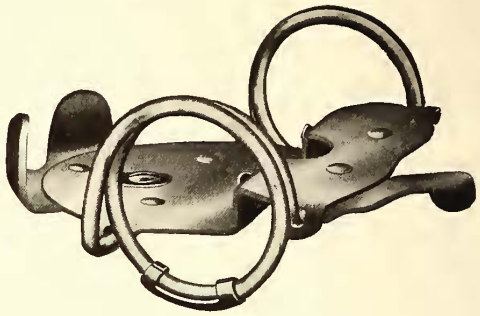
ADDITIONAL CARS FOR CHATTANOOGA

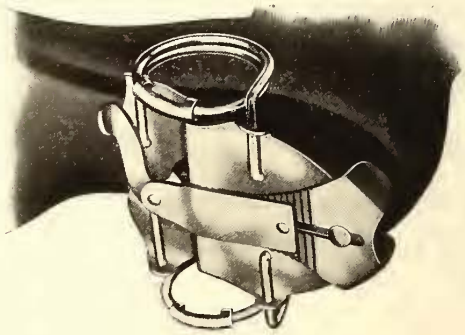
In the Street Railway Journal of Nov. 17, 1906, attention was directed to the activity on the lines of the Chattanooga Railways Company. Since then, in addition to occupying the new car shops and car houses and completing the general overhauling of the system, several new branches have been opened necessitating new rolling stock, to meet which requirement a number of grooveless post semi-convertible cars built by the G. C. Kuhlman Car Company have been supplied. These cars are generally similar to the single-truck cars of the same type furnished by the J. G. Brill Company last year for operation on the Mission Ridge line, one of the lines which were recently relaid with new rails and ties embedded in concrete. Following are some of the dimensions of the new cars: Length over end panels, 28 ft.; width over sills, including panels, 8 ft. 1½ ins.; over posts at belt, 8 ft. 5 ins.; height from track to under side of sills, 2 ft. 8½ ins.; size of side sills, 4 ins. x 7¾ ins.; end sills, 5¼ ins. x 6⅞ ins.; sill plates, 12 ins. x ⅜ in. The trucks are of the No. 27-G1 type with 4-ft. 6-in wheel base. The seats and numerous patented specialties were also furnished by the builder named. The grooveless post semi-convertible car has proved itself to be peculiarly adapted to the short winters and long summers which prevail in this Southern climate.


EXTERIOR OF NEW CHATTANOOGA CAR

A SPRING HEEL FOR MOTORMEN

Physical limitations vary greatly in different men, and while the strain incident to standing at the controller for long periods does not effect some motormen materially it does prove serious in the case of others, not only impairing the service performed by the individual, but sometimes becoming so serious as to cause a temporary suspension of work. This, of course, has long been realized, but heretofore there has been no alternative except in the case of long interurban lines where the character of the service has made it possible to permit the motormen to sit at their work during part of their run. Now comes a device designed partly to secure the comfort of a seat for motormen and so constructed as to make it practicable for use in all classes of service. It is a spring heel, designed especially to take up the jar of the car when in operation. Originally patented in 1904 by B. B. Bonney, a motorman of Pasadena, Cal., who had suffered physically in performing his duties, the rights to the device were taken over by Barney & Berry, of Springfield, Mass., who, in developing it, brought to the device the result of their extended experience in building roller skates. The heel is extremely simple in construction. A metal plate of cold rolled steel and an adjustable rear clamp form a pocket for the shoe heel, to which it is clamped securely by means of a lever. On either side are attached "Torchon" springs 2 ins. in diameter, made of finely tempered steel wire, in sizes suitable to carry the weight of the wearer. The only part subjected to much wear is the guard at the base of the spring, which may be renewed at slight expense, making the life of the spring heels almost unlimited. The range of adjustment in heel clamp makes it possible to fit the device to any size heel. It can be quickly applied and is inconspicuous, being neutral in color. Letters in the company's possession from users of the heels testify as to its satisfaction in service. The device also has the recommendation of physicians, among them the surgeon connected with the company by which Mr. Bonney was employed.


THE SPRING HEEL READY FOR USE


THE SPRING HEEL APPLIED