

(No Model.)

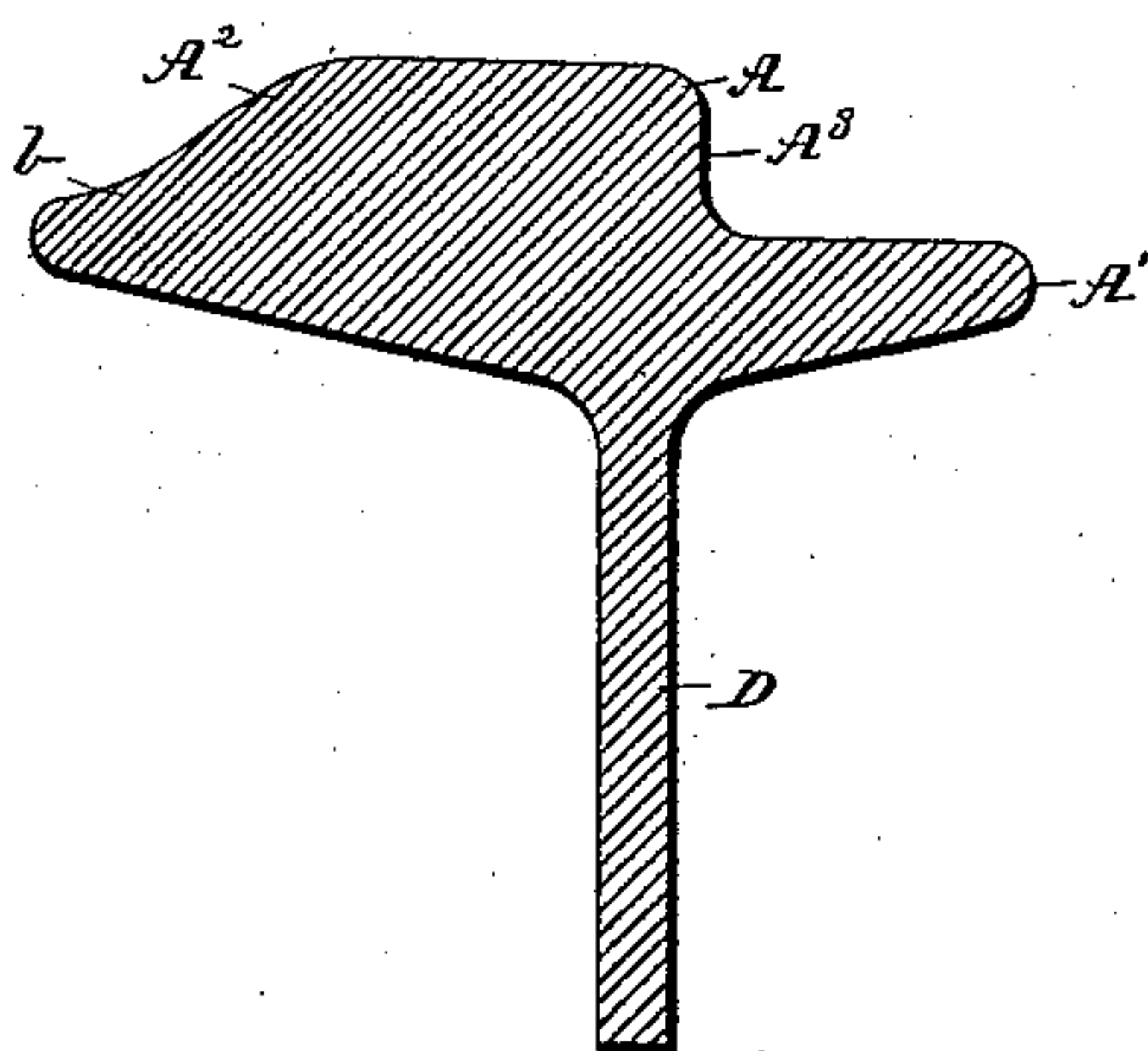
H. H. LITTELL.

GIRDER RAIL.

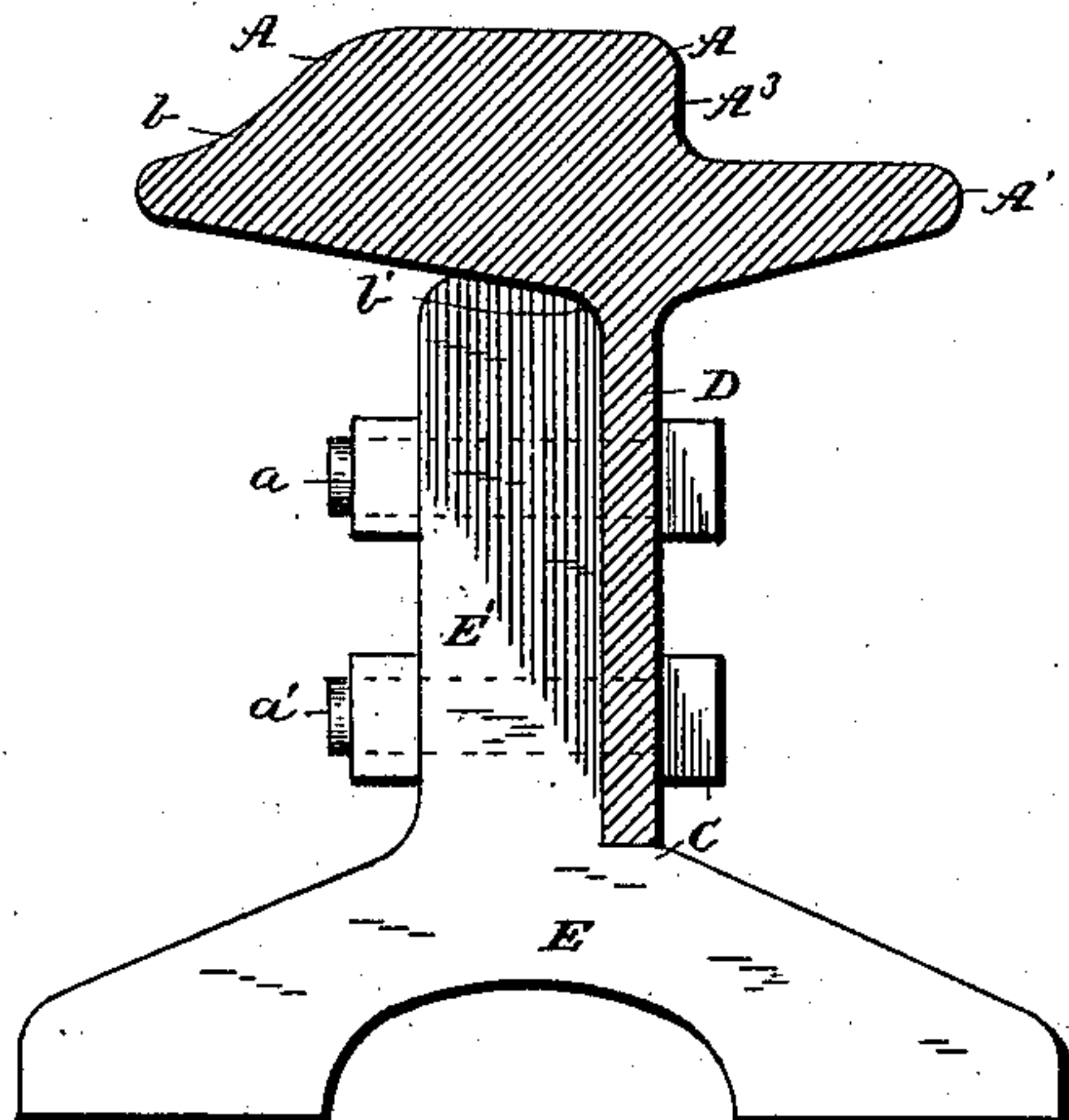
No. 369,189.

Patented Aug. 30, 1887.

*Fig. 1.*



*Fig. 2.*



Witnesses

Edwin L. Bradford

Charles J. Stockman,

Inventor

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By His Attorney in fact,

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# UNITED STATES PATENT OFFICE.

HARDIN H. LITTELL, OF LOUISVILLE, KENTUCKY.

## GIRDER-RAIL.

SPECIFICATION forming part of Letters Patent No. 369,189, dated August 30, 1887.

Application filed June 3, 1887. Serial No. 240,172. (No model.)

*To all whom it may concern:*

Be it known that I, HARDIN H. LITTELL, a citizen of the United States, residing at Louisville, in the county of Jefferson and State of Kentucky, have invented certain new and useful Improvements in Girder-Rails, of which the following is a full, clear, and exact description, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings.

This invention has relation to improvements in girder-rails for street-railways; and it consists in the novel construction and arrangement of parts, as will be hereinafter described, and particularly pointed out in the claims.

The object of my invention is to provide a cheap, light, and durable rail which will withstand the wear to which rails of this kind are subjected.

Another object of my invention is to construct a rail which may be readily and easily removed and replaced without disturbing any considerable amount of the road-bed.

In the accompanying drawings, Figure 1 is an end view of my improved rail. Fig. 2 is a cross-section of the rail connected to the chair.

Referring to the drawings, the letter A represents the head of the rail, having the outwardly-extending flanges A' A<sup>2</sup>, the latter having concave curve *b* and the former at right angles with said head. The head is also provided with a shank, D, on a line, or nearly so, with one side of the head, and the under surface of said flange A<sup>2</sup> extending inward beyond the center of said head to form a shoulder, *b'*.

In Fig. 2 the rail is shown connected to a

chair, E, having a flange, E', and a step, *c*, said flange resting under the shoulder *b'*, with the lower end of the shank resting on the step *c*, said shank and flange being connected together by bolts *a a'*, engaging perforations of the shank and flange, as shown. Thus it will be seen that the rail with its shank can be readily removed from the flange of the chair without disturbing said chair or removing it from the earth.

Having described my invention, what I claim is—

1. In combination with the head of the rail, having the outwardly-extending flanges A' A<sup>2</sup>, the latter having concave curve *b*, the shank D, on a line, or nearly so, with one side of the head, and the under surface of said flange A<sup>2</sup> extending inward beyond the center of said head to form a shoulder, *b'*, as shown and described.

2. The combination, with the head of the rail, having the outwardly-extending flanges A' A<sup>2</sup>, the latter having concave curve *b*, the shank D, on a line, or nearly so, with one side of the head, and the under surface of said flange A<sup>2</sup> extending inward beyond the center of said head to form a shoulder, *b'*, of the chair E, having flange E', and step *c*, as shown and described.

In testimony that I claim the above as my invention I hereunto set my hand in the presence of two subscribing witnesses.

HARDIN H. LITTELL.

Witnesses:

J. O. HADDOX,  
J. M. PETTUS.