

(No Model.)

R. T. WHITE.

CONSTRUCTION OF STREET RAILWAYS.

No. 375,851.

Patented Jan. 3, 1888.

Fig. 5.

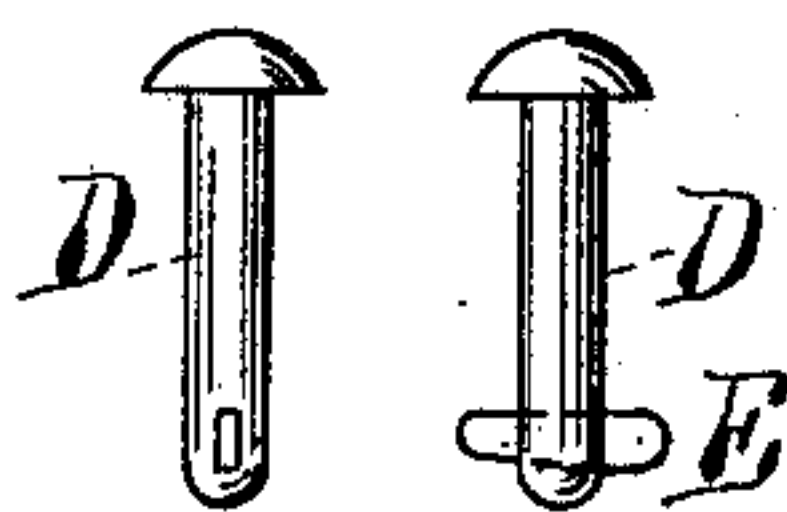


Fig. 1.

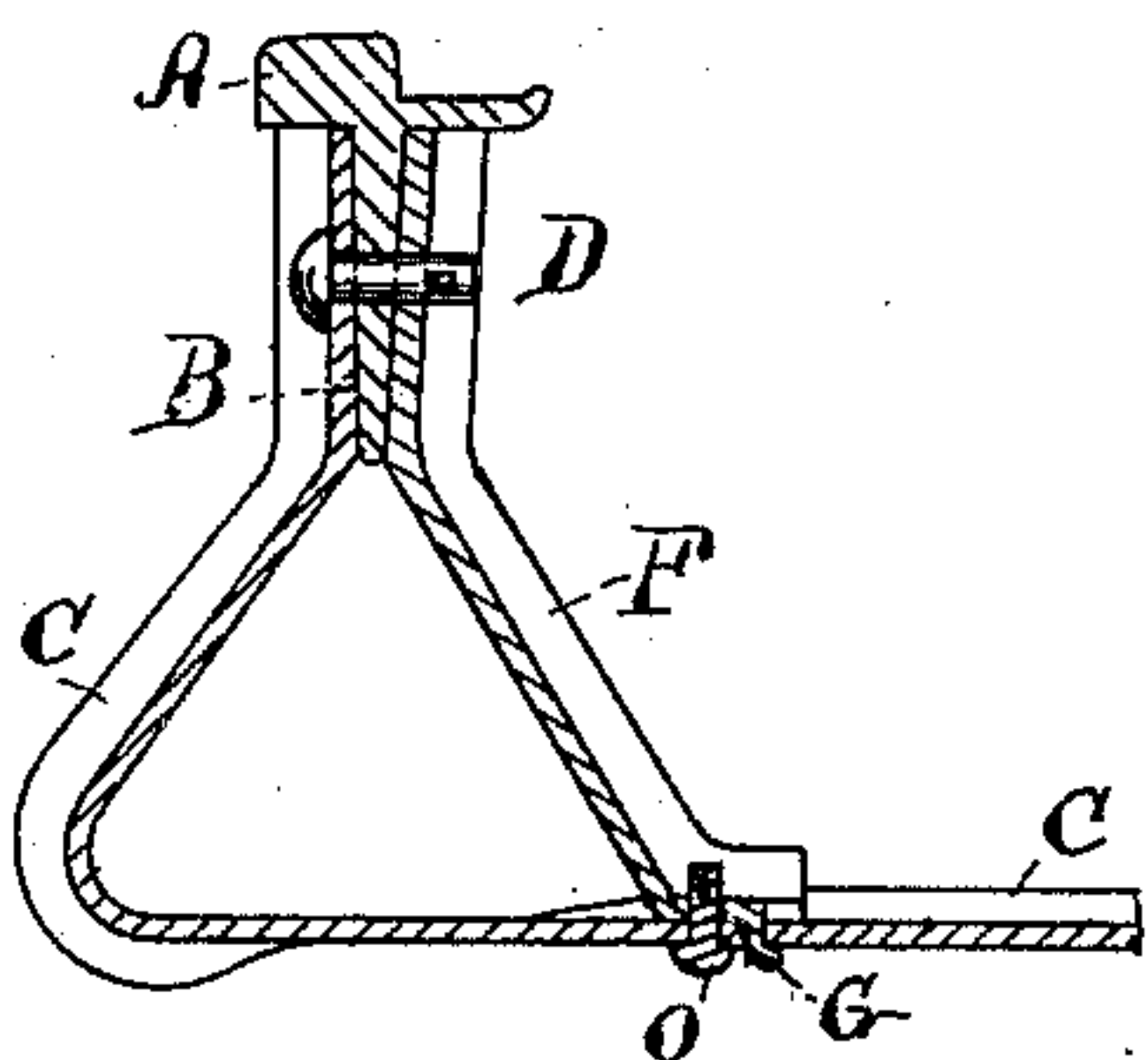


Fig. 2.

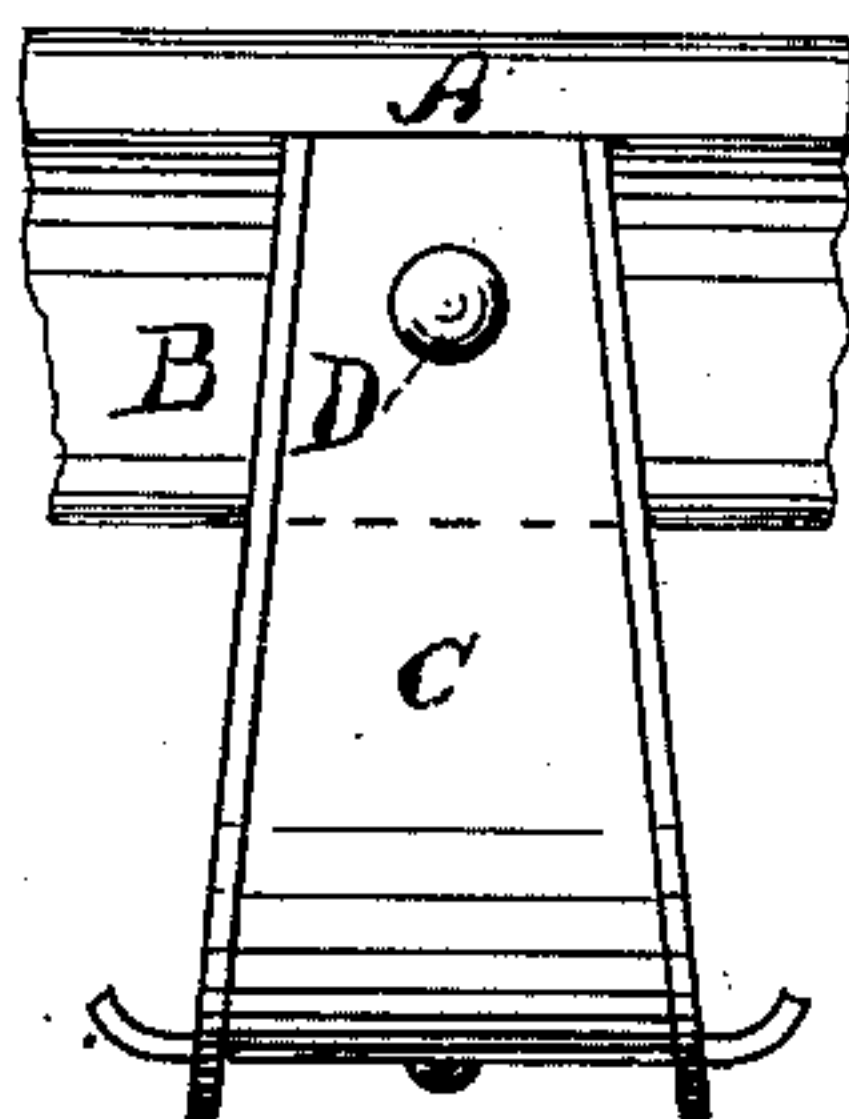


Fig. 3.

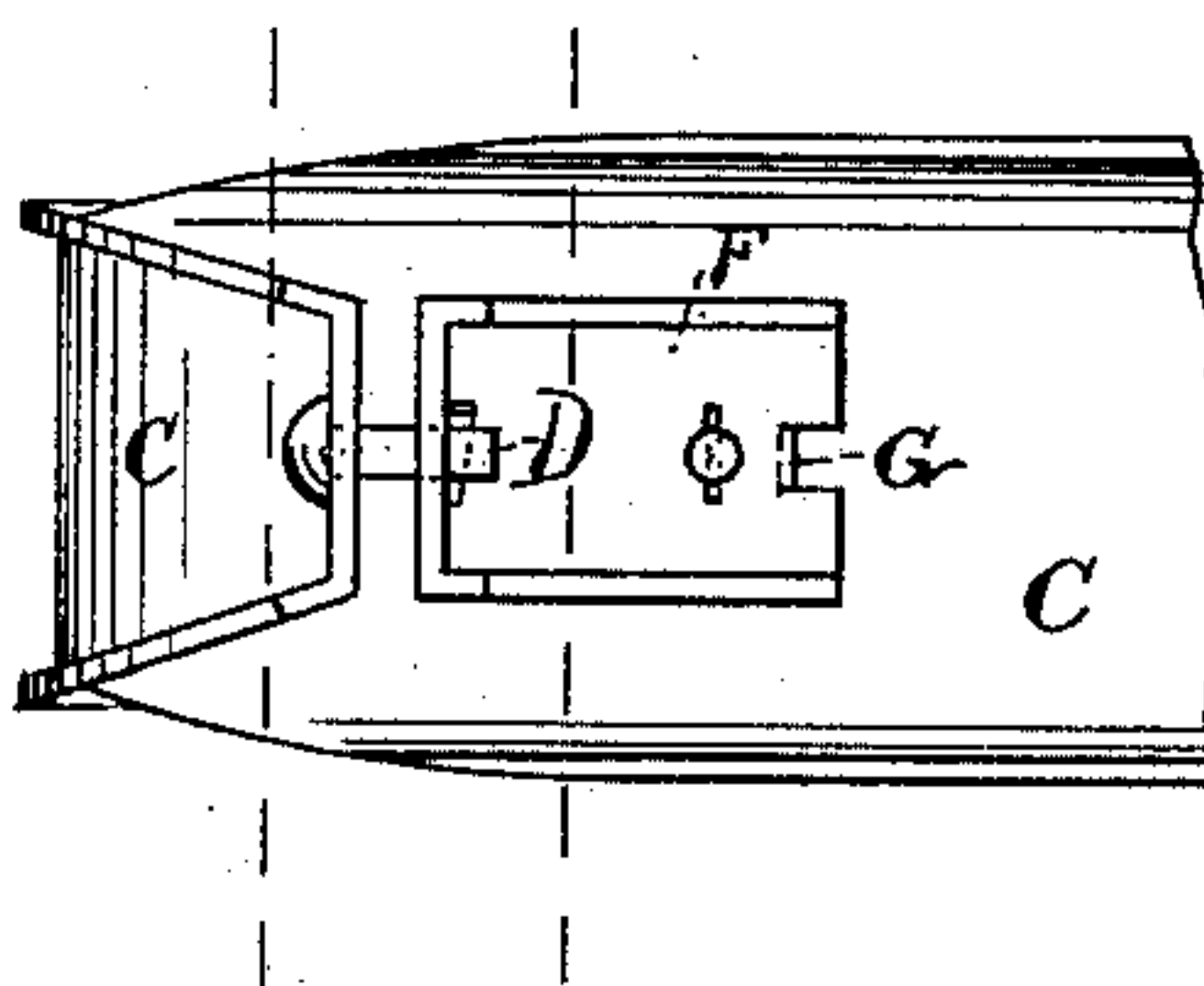
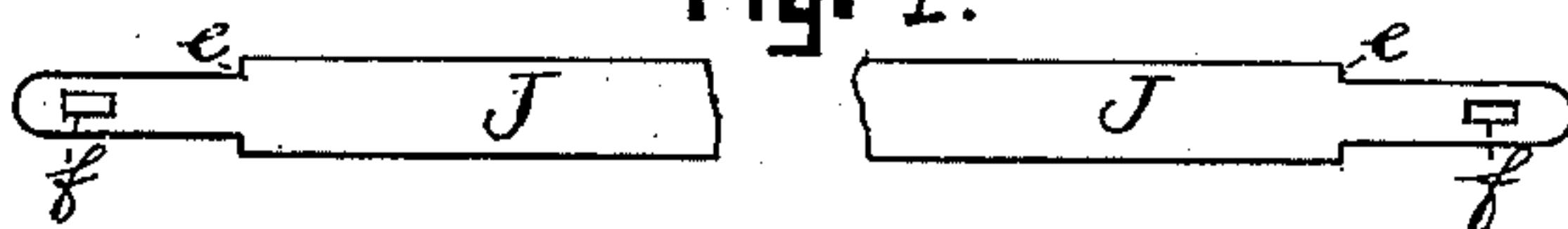


Fig. 4.



Witnesses

J. P. Sawyer Jr.
J. B. Woodward

Inventor

R. T. White

UNITED STATES PATENT OFFICE.

REYNOLDS T. WHITE, OF BOSTON, MASSACHUSETTS.

CONSTRUCTION OF STREET-RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 375,851, dated January 3, 1888.

Application filed October 1, 1887. Serial No. 251,202. (No model.)

To all whom it may concern:

Be it known that I, REYNOLDS T. WHITE, a citizen of the United States, residing at Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in the Construction of Street-Railways; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

The object of my invention is to construct a substantial and economical metallic street-railway road-bed; and it consists in the simple and peculiar construction of the rails and a combined chair and sleeper and the fastenings, whereby a substantial road-bed can be laid at a very small expense and be paved in the usual manner; and it consists in certain details of construction, as shown in the accompanying drawings, and fully described in the following specification, and particularly pointed out in the claim.

Referring to the drawings, Figures 1, 2, and 3 show side, end, and plan views of my invention made in wrought metal. Fig. 4 shows a keyed tie-rod to be used with Figs. 1, 2, 3. Fig. 5 represents an improved key-bolt for securing the rails in the chairs.

A represents a rail of any desired form of tread, having a web, B, on its under side at or near its center.

D is a key-bolt of suitable size that passes through the chair and sleeper C and web B of rail A. A key, E, driven through key-hole in the bolt D, securely holds the rails in the chair and sleeper C.

In Figs. 1, 2, 3 I have shown the sleeper and chair made of wrought metal. C represents a sheet of wrought metal bent or formed as shown and having an inside brace arm, F. The brace-arm F is secured to bottom of sleeper C by key or screw-bolt or rivet O, and its upper end is held in position by means of the bolt D, that secures the rail to the chair; and for further security the end of brace-arm F may be bent so as to form a stop-hook, G, which is then passed through a suitable hole in bottom of sleeper C, thereby assisting the bolt O in holding brace arm F in place. The tie-rod J is of thin plate metal of suitable size and provided with shoulders *e e* near its ends, and also key-holes *f*, of the form shown. This tie-rod may be employed in place of the key-bolts D, (shown in Figs. 1, 2, and 3.)

It will be seen that the chairs can be made to fit any kind of a web, and the tie-rod J (shown in Fig. 4) is used to stiffen and hold the rails from spreading, as the sleepers between are very light and would be apt to spring without a tie-rod when heavy teams are passing in or out or over them. A common screw-bolt may be used instead of key-bolt D; but I prefer a key-bolt, as it is easier inserted and removed.

Having thus described my invention, what I claim is—

The combination of a combined chair and sleeper, C, having a brace-arm, F, and tie-rod J, substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

REYNOLDS T. WHITE.

Witnesses:

EDWARD BLAKE,
A. T. STARKEY.