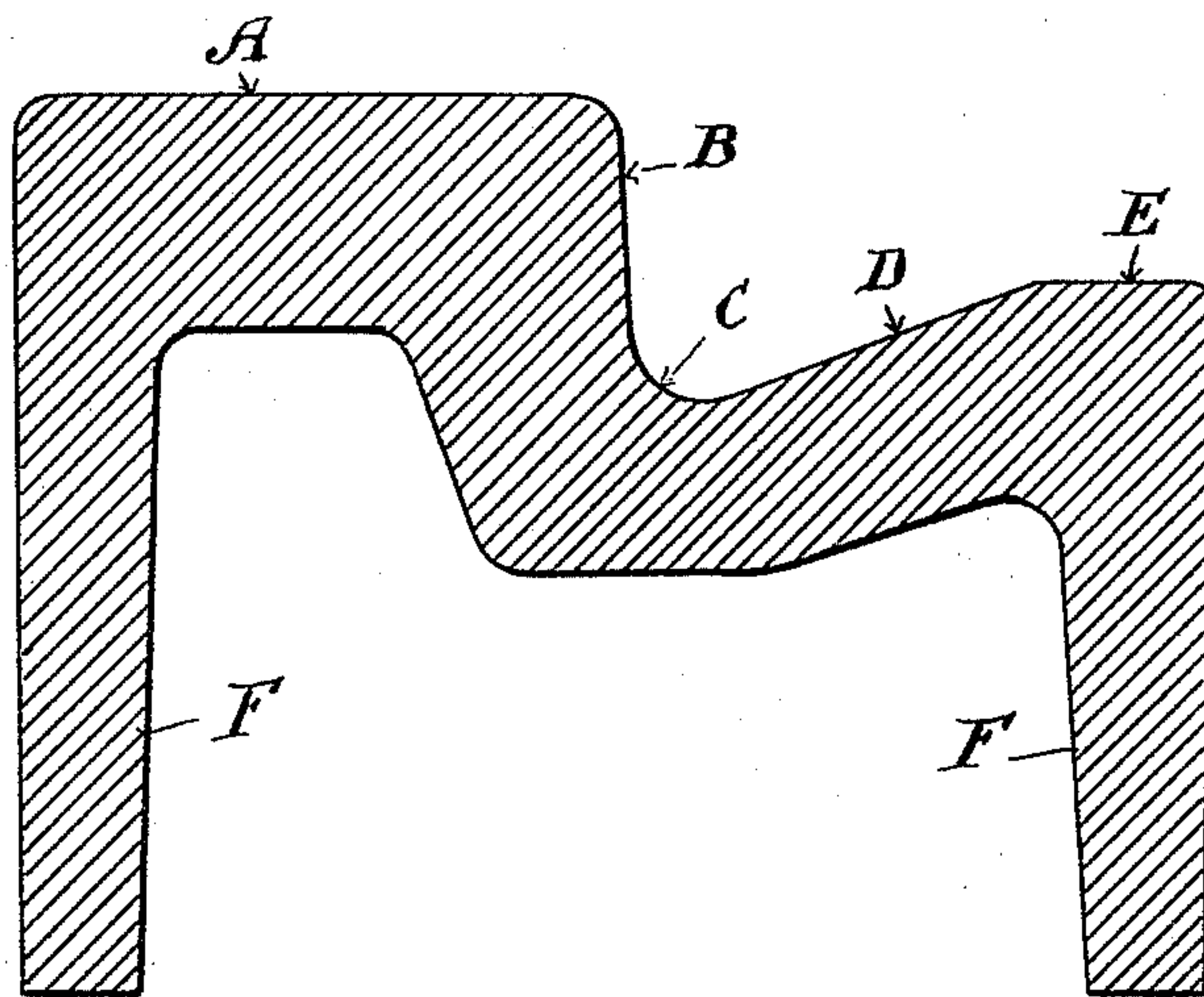


(No Model.)

R. T. WHITE.
RAIL FOR STREET RAILWAYS.

No. 431,242.

Patented July 1, 1890.



Witnesses.

Edwin Beanta.
Henry L. Porro

Inventor.

Reynolds T. White

UNITED STATES PATENT OFFICE.

REYNOLDS T. WHITE, OF BOSTON, MASSACHUSETTS.

RAIL FOR STREET-RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 431,242, dated July 1, 1890.

Application filed April 3, 1889. Serial No. 305,835. (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 a new and useful Improvement in Rails for Street-Railways, of which the following is a specification.

The object of my invention is to construct a rail for street-railways, the top being of any desired form of tread and having the lower part of channel-iron form, as hereinafter fully described, and pointed out in the claim.

Referring to the drawings, the figures represent a vertical cross-section of a rail embodying my invention.

A in the accompanying drawings represents the head or tread of the rail; B, the vertical part or that part the flanges of the wheels run against; C, the bottom of the groove, and D an incline, so that carriage-wheels can easily run up and any accumulation of dirt may be readily removed from the groove.

E is a flat surface for wagons to run upon, and F F are pendent sides and are integral with the top or wearing surface. Those rails may be rolled any length required and any desired form of tread; but I prefer the form shown in Fig. 1.

I propose to support this rail on iron chairs placed at suitable intervals. The chairs may be tamped in the ground or secured to wooden cross ties or sleepers and the rail secured on the chairs by bolts, the pendent sides being made of sufficient weight and depth to operate as girders and insure absolute strength between the chairs for any ordinary traffic.

A few of the advantages of using a rail of

this form of construction are that the chairs or sleepers do not need to be disturbed when replacing a rail, it being only necessary to take up a paving-block where bolts pass through the rail. This rail is also stronger and more durable than a common tram-rail or a girder-rail having a central vertical rib, and less liable to roll when heavy teams are passing in or out or over it; also, better to keep the paving in place, as the sides form a support for the same and prevent the paving (on settling) from dropping under the head and flange of the rail, thus entirely removing the objections of girder-rails having a central vertical rib.

In Fig. 2 I have shown the inner flange or wagon-tread parallel with the tread of the rail, with sufficient depth between the surfaces to allow for the flange of the wheel.

I am aware that a patent has been granted to Rudolph M. Hunter, No. 380,575, for a rail having thin pendent sides, so as to enable him to spike them to longitudinal wooden stringers. This I do not claim.

Having thus described my invention, what I claim is—

A railway-rail having a tread A, vertical side B, groove C, incline D, level surface E, and pendent sides F F, substantially as shown and described, and for the purpose set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

REYNOLDS T. WHITE.

Witnesses:

EDWARD HOBBS,
HARRY BELL.