(No Model.)

W. T. JENNINGS.

RAIL FOR STREET RAILWAYS.

No. 494,144. Patented Mar. 28, 1893.

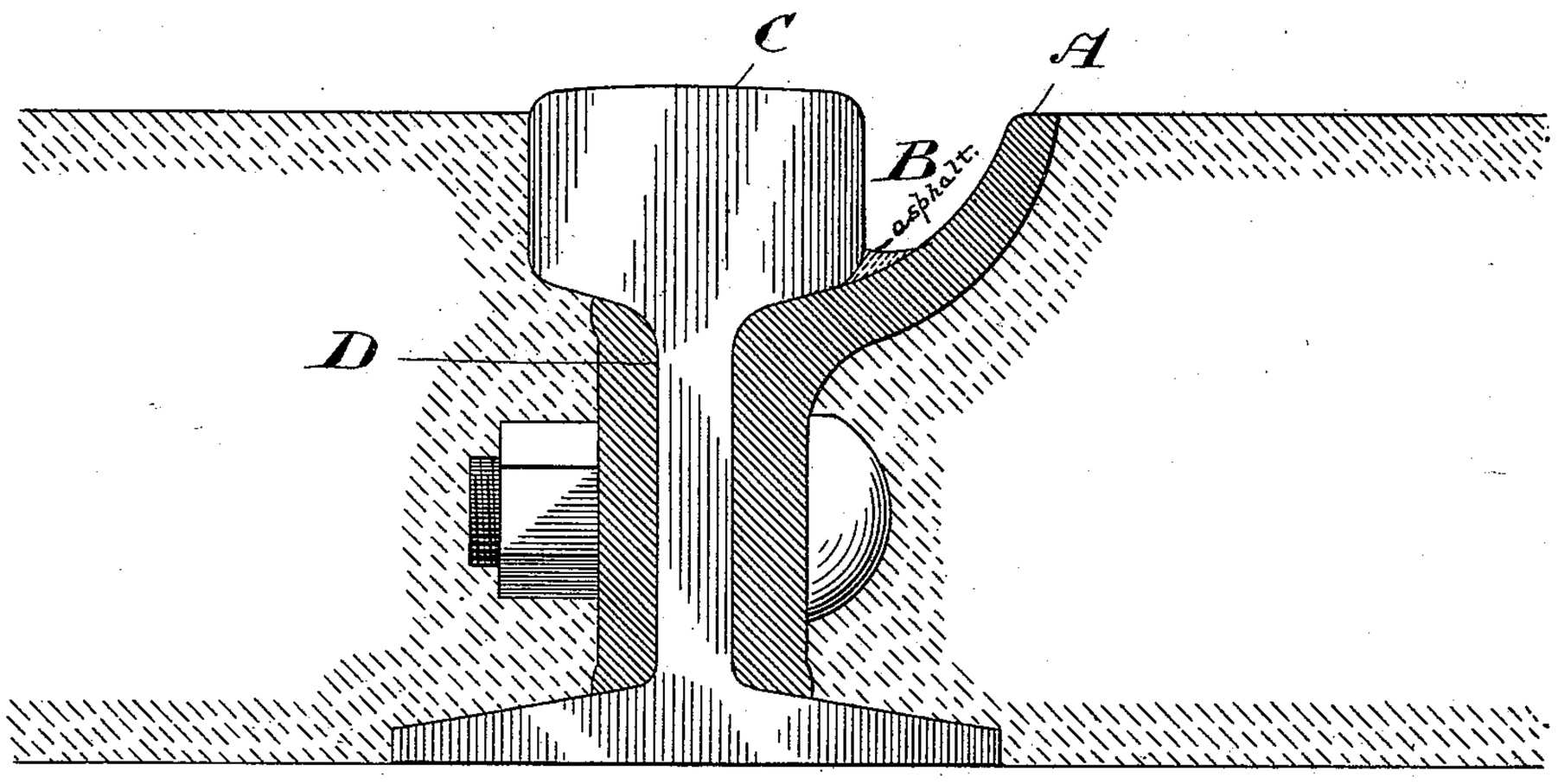

Fig. 2

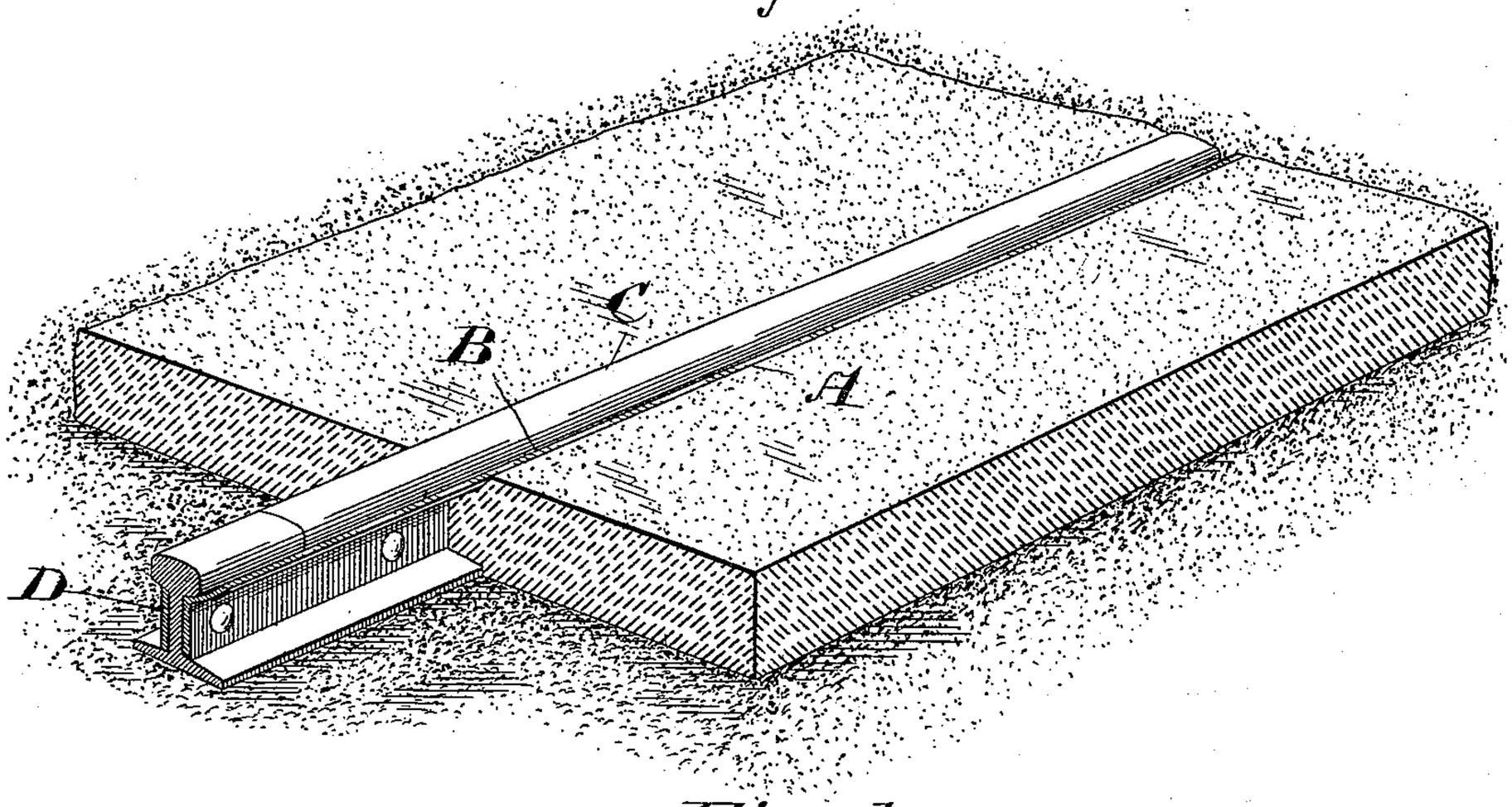

Fig. 1

Witnesses

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Inventor

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UNITED STATES PATENT OFFICE.

WILLIAM T. JENNINGS, OF TORONTO, CANADA.

RAIL FOR STREET-RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 494,144, dated March 28, 1893.

Application filed March 7, 1892. Serial No. 424,082. (No model.) Patented in Canada April 9, 1892, No. 38,694.

To all whom it may concern:

Be it known that I, WILLIAM TYNEDALE JENNINGS, of the city of Toronto, in the county of York, in the Province of Ontario, Canada, have invented a certain new and Improved Rail for Street-Railways, (for which I have obtained Letters Patent of the Dominion of Canada, dated April 9, 1892, and numbered 38,694,) of which the following is a specification.

The object of the invention is to provide an attachment by which an ordinary T-headed rail may be adapted for street railway purposes, and it consists in the peculiar construction, arrangement and combinations of parts hereinafter more particularly described and then definitely claimed.

In the accompanying drawings—Figure 1, is a perspective view on a reduced scale, of a T-headed rail provided with my detachable plate and sunk in the pavement. Fig. 2, is a cross-section of the rail provided with my detachable plate.

In the drawings, A, represents a plate shaped as indicated to butt against the stem D, of the rail and extending outwardly to form a channel B, running parallel with the side of the rail head C. It will be observed that the top edge of the plate A, extends up substantially flush with the top surface of the pavement E, which pavement butts against the plate A, which holds the said pavement clear of the head C, leaving a channel B, parallel with the said head and sufficiently large to permit the free passage of the flange of the car wheel.

In order to keep the water out of the joint between the plate A, and the stem D, I fill the bottom of the channel B, with asphalt or other suitable water proof material.

The plate A, may be bolted or otherwise detachably connected to the rail.

From this description it will be seen that by attaching a plate A, to a T-headed rail, as described, an ordinary T-headed rail can be readily and cheaply adapted for street railway purposes, and at street-crossings the rails of steam railways may be sunk flush with the road-bed.

What I claim as my invention is—

A rail sunk so that its face shall be substantially flush with the surface of the road bed, a plate A detachably secured to the stem of the rail, having its bottom edge resting on the foot of said rail and its upper end extending outwardly and upwardly to a point substantially flush with the surface of the road bed, thereby leaving a channel or groove for the flange of the car wheel, and a filling of concrete or other waterproof material in the bottom of the groove, preventing the passage of water through the joint, substantially as described.

Niagara Falls, Ontario, March 3, 1892.

WILLIAM T. JENNINGS. [L. S.]

In presence of—
ALFRED R. POPER,
GEO. H. RICHARDSON.