

T. R. LOVETT.
Street Railways.

No. 134,906.

Patented Jan. 14, 1873.

Fig. 1.

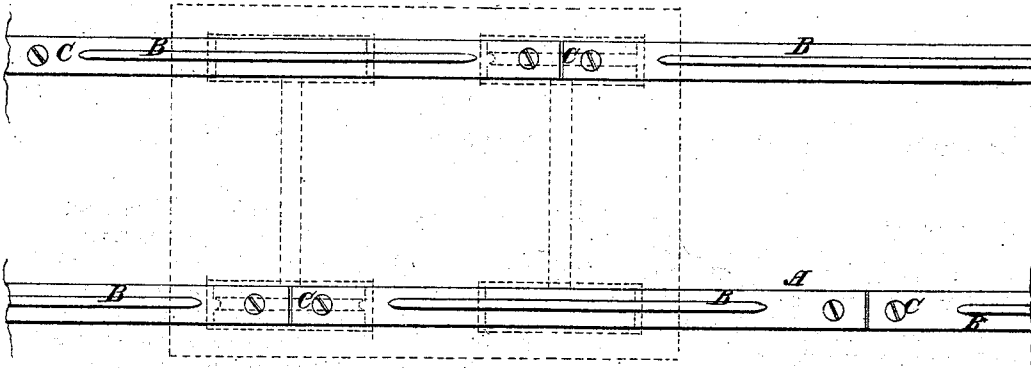


Fig. 2.

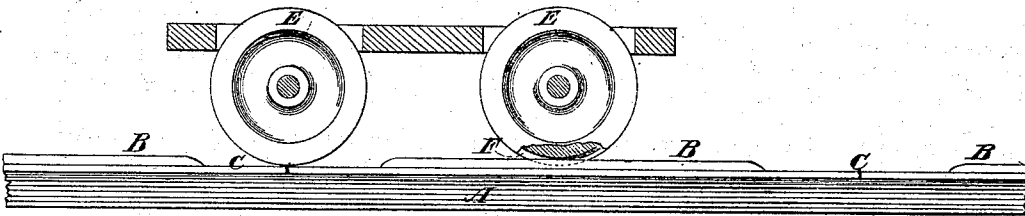
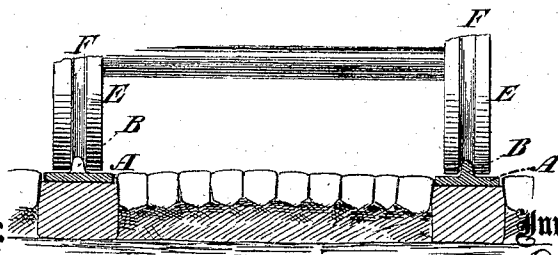


Fig. 3.



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UNITED STATES PATENT OFFICE.

THOMAS R. LOVETT, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN STREET RAILWAYS.

Specification forming part of Letters Patent No. 134,906, dated January 14, 1873.

To all whom it may concern:

Be it known that I, THOMAS R. LOVETT, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a new and useful Improvement in Street Railways, of which the following is a specification:

My improvement in street railways consists of flat rails of any suitable width laid flush with the pavement on both sides, and having a rib or ridge along the upper surface longitudinally, preferably at the middle, intercepted by spaces at suitable intervals—say about three feet, and the spaces about two feet, more or less—the spaces of the rail on one side being opposite the ribs of the rails of the other side, and the car-wheels having a plane face with a groove to run on the ribs; the object being to afford liberty for the water to run off from the space between the rails, and to allow vehicles to turn off or on the rails without binding or cramping and breaking the wheels so common with the rails as at present constructed, and at the same time have the cars maintained on the rails, which is insured by one wheel of each side being always on a rib.

Figure 1 is a plan view of a railway with rails constructed according to my improvement; it also shows a plan of a platform-car, in dotted lines, having wheels adapted to the improved rails. Fig. 2 is a side elevation of one of the rails and section of the car; and Fig. 3 is a transverse section of the railway.

Similar letters of reference indicate corresponding parts.

A represents the flat rails; B, the ribs; and C, the spaces between the ribs. E represents the wheels of the cars, and F the grooves for the ribs of the rails. For short curves, where the grooves would cramp and bind on the ribs, I would prefer to place the ribs on the edges of the rails at the outsides of the curves, and have the wheels run inside of the ribs or flanges on the flat portions of the rails. The rails A will be arranged flush with the pavement both inside and out, as shown in Fig. 3, so that the water will run off freely; also, so that vehicles of any kind can cross the rails readily at the spaces, and turn on or off the track without any chance of injury to the wheels by cramping or binding, as in the case of the ordinary rails.

The spaces of one side being alternated with the ribs of the other side insures the maintenance of the cars on the rails, as one fore wheel and one hind wheel are always on a rib.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

The flat rails A laid flush with the pavement and having alternate ribs B and spaces C, in combination with grooved wheels on the cars, the ribs and spaces of one side of the track alternating with those of the other, substantially as specified.

THOS. R. LOVETT.

Witnesses:

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