

J. I. Mott.

Railroad Rails.

N^o 4,657.

Patented Sept. 17, 1850.

Fig. 3.

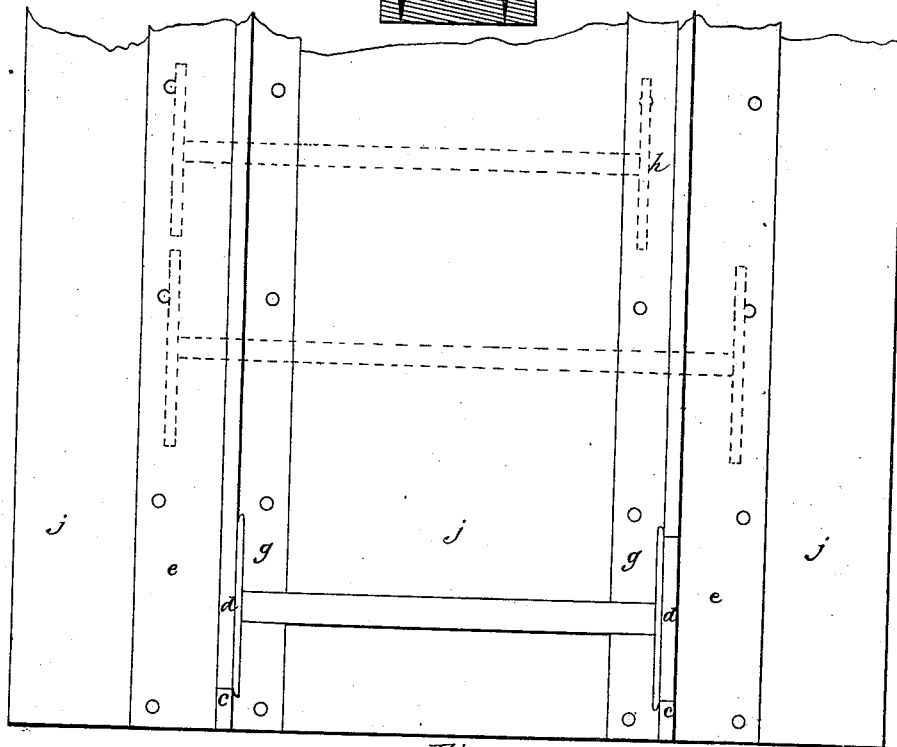


Fig. 1.

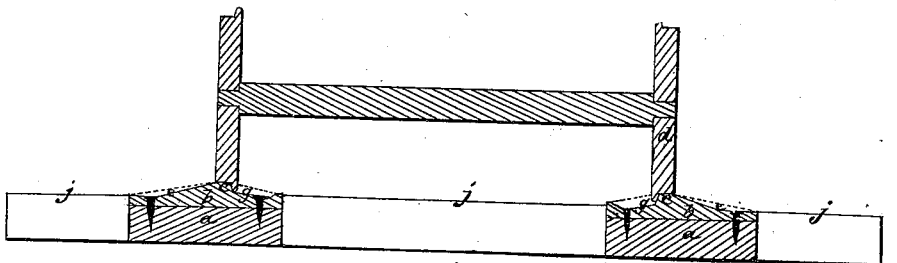


Fig. 2.

UNITED STATES PATENT OFFICE.

J. L. MOTT, OF MOTT HAVEN, NEW YORK.

ROADWAY FOR RAIL-CARS AND ORDINARY VEHICLES.

Specification of Letters Patent No. 7,657, dated September 17, 1850.

To all whom it may concern:

Be it known that I, JORDAN L. MOTT, of Mott Haven, in the county of Westchester and State of New York, have invented a certain new and useful Improvement in Roadways for Railroad and other Carriages Especially Intended for the Streets of Cities, and that the following is a full, clear, and exact description of the principle or character which distinguishes my invention from all other things before known and of the manner of making, constructing, and using the same, reference being had to the accompanying drawings, making part of this specification, in which—

Figure 1 is a plan of my improved road way, and Fig. 2 a cross vertical section thereof, and Fig. 3 a cross vertical section of a modification of my improvement.

The same letters indicate like parts in all the figures.

The object of my invention is to make the rails or road ways for streets so that they shall be equally adapted to the running of railroad cars having flanch wheels as to common carriages, drays, carts &c.

As rails have heretofore been laid down in streets they either present too great and too abrupt an elevation above the road way for the crossing of common carriages, or else the flanches of railroad car wheels must run in grooves which are very soon filled up with mud and stones. And from the slight difference in the gage of railroad cars and common carriages, the wheels of the latter run by the side of, and do great injury to the rails and the roadway by the side thereof. With the view to remedy these evils—

The nature of my invention consists in making the rails each with a curved or trough-like projection outward and downward from the upper and outer edge of the rail and in combination therewith, to the level of the edge of which projections the road way is to be paved—the said projections of the rail being a gradual curve or inclined plane from the upper edge of the rail, that the wheels of common carriages may pass over the rail with facility, and when running thereon may have a tendency by reason of the inclined or curved face and the weight of the carriage to descend from the rail, and thus at the same time keep the other wheel from the inner edge of the other rail, if the gage of the carriage be the same

or nearly the same as that of the rails, and if it be of a wide gage that the two wheels in running thereon may straddle the rails and run on the outside of both.

My invention also consists in making the inner edge of the rail with an inclined or trough-like projection in combination with the above mode of making the projection on the outer edge.

In the accompanying drawings (*a, a,*) represent two longitudinal sleepers which may be made of wood or other substance to the upper surface of which are bolted iron plates (*b, b,*) which I prefer to make of cast iron of suitable lengths. These plates are formed with rails (*c, c,*) the inner edges of which are of sufficient vertical projection for the flanches of railroad wheels (*d, d,*) and the outer edges are gradual curves (*e, e,*) from the outer edge of the upper face of the rails, thus forming broad trough-like faces on which the wheels (see dotted lines *f, f,*) of common carriages of wide gage run. The curves of these outside faces are such that by reason of the weight of common carriages running on them, the wheels will always have a tendency to run clear of the rails (*e, e,*) intended for the car wheels. From the lower part of the inner edge of the rails, the plates are formed with trough-like projections (*g, g,*) in which one of the wheels (*h,*) (see dotted lines) of common carriages of narrow gage run, the other wheel running on the outside of the other rail; by reason of the curved faces of these parts the wheels run clear of the rails.

I contemplate in some instances making the plates each in two parts as represented in Fig. 3, one overlapping the other, and both firmly secured by bolts or spikes passing through them and the sleepers, and if desired the better to secure their relative position, they may be cast each with projections on the under faces let into sockets in the sleepers.

For the purpose of retaining the plates forming the two sides of the track in their proper relative positions I contemplate connecting them by wrought iron cross bars which pass through holes in the plates and are secured either by nuts or riveting.

The road way (*j, j, j,*) between the plates and outside of them can be paved or otherwise prepared to the level of the upper surface of the edges of the plates.

On inspecting the drawings it will be seen by the red lines crossing the track that by reason of the projections of the plates on each side of the rails that the wheels of
5 common carriages can cross the track with facility, the surface of the rails and the outer and inner edges of the plates constituting general planes of very slight inclination presenting little obstruction to the
10 passage of the wheel.

The two parts of my invention may be applied separately but I prefer the employment of the two parts of my invention in connection.

15 What I claim as my invention and desire to secure by Letters Patent is—

1. The method substantially as herein de-

scribed of making rails for the road ways of streets &c by combining with the rails on which flanged car wheels run, outer faces
20 of sufficient breadth for the wheels of common carriages to run, made curved or inclined from the top of the rail, substantially as described.

2. And in combination therewith I also
25 claim making wide faces on the inside of the rails, substantially as described for the wheels of common carriages to run on, as described.

JORDAN L. MOTT.

Witnesses:

CHS. M. KELLEY,
C. A. WM. BROWNE.