Mr. Arthur L. Plympton, '77 addressed the C. E. Society Thursday afternoon on the subject "Street Railway Work and Rail Problems." Mr. Plympton's style of the girdler rails at present used by the street cars in the streets. The girdler was a device which was not in common use, but had a little shoe welling on it at the time of laying rails and keeping the rails in position. He said that an inch paving block could be placed and flat the whole of the girdler rails. As it was very hard to get these shoes in line, and they were very apt to break off, a continuous rail, with an eight inch paving block, was the present shape. Then a guard was added on the inside and gradually the rail came to have its present shape.

Mr. Plympton also spoke quite fully of the different rails. He mentioned that one track in each of two intersecting streets, with connecting curves and curves in such a way that the large size cars would be able to pass each other. Small, accurately made, collodion models are run around the curves on the rails, and thus it is possible to tell very easily what clearance there will be between the rails and curves which to work out mathematically would be much too complicated. The blue print of the track layout at Columbus Ave. and Northampton St. and at Tremont and Northampton. The new large cars are necessitating a wider track, and the old track was not wide enough as on curves; therefore all new or recon structed rails are being laid. The track is run one feet instead of the old four and one half feet. The new rails were laid on Back St. The tracks were reconstructed with only a very few objects, the names of the streets, the fact that it had been a crossroad, and the fact that the street cars ran there. He also spoke of the wearing of the rails. In some sharp curves rails have to be replaced every three months. All rails wear away very rapidly at the points, owing to the pounding effect of the car wheels, which dig a small groove in the rails. The ends of the rails vary quickly. There are various methods of preventing the wearing of the rails which are being tried, most of them coming either of extra steel shoes or of some way of wellbeing the tracks into a continuous rail. As a result this added wearing at the ends rails have to be replaced in a much shorter time than the old type of rail. Where the centre of the rail is a track that is taken out as early as possible, before the two or three feet at each end are worn. Three localities about the street in which the wearing of the street railways is very apparent in any distance of way of welling the tracks into a continuous rail. How a rail wore down very fast in certain places, the wearing of the street railways for the replacement of the old girdler rails. Mr. Plympton mentioned that the new rails could be decreased a great saving would be made as the old girdler rails would have to go almost any initial expense, if they were to be laid with a new pair of shoes.

Mr. Plympton mentioned that the next greatest wear results in giving a wary surface to the rails. Why a rail showed wear that way is unexplained. The wearing of the rails was a most important consideration with which the track troubles were connected to a straight surface with a sort of scraping action.

**CIVIL SOCIETY HEAR**

**ARTHUR L. PLYMPTON, ’77**

**Very Interesting Talk on “Street Railway Work and Rail Problems”**

**DESCRIPTION OF DIFFERENT TROUBLES**

Many little Details Given Which are of Great Value to Men going into the Subject Deeply.