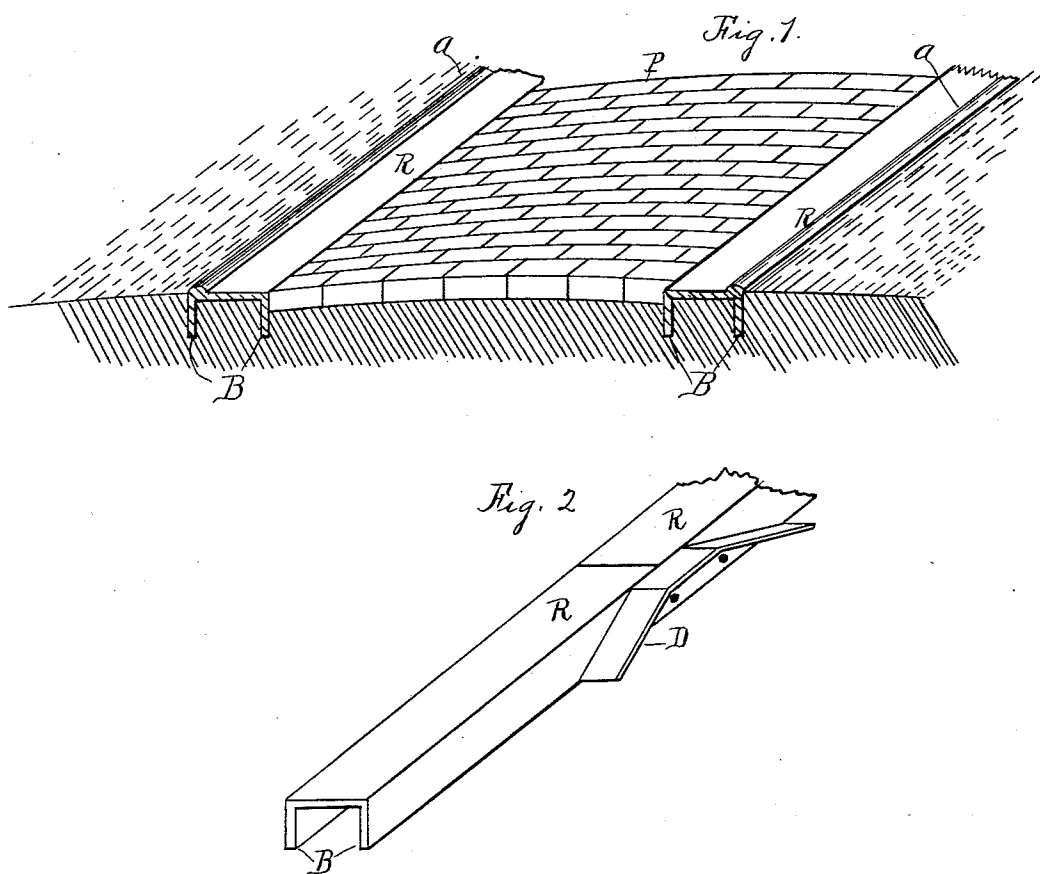


(No Model.)

A. BLISS.
ROADWAY.

No. 573,757.

Patented Dec. 22, 1896.



Witnesses

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UNITED STATES PATENT OFFICE.

ABEL BLISS, OF NEW LENOX, ILLINOIS.

ROADWAY.

SPECIFICATION forming part of Letters Patent No. 573,757, dated December 22, 1896.

Application filed March 23, 1896. Serial No. 584,568. (No model.)

To all whom it may concern:

Be it known that I, ABEL BLISS, a citizen of the United States of America, residing at New Lenox, in the county of Will and State of Illinois, have invented certain new and useful Improvements in Roadways, of which the following is a specification, reference being had therein to the accompanying drawings, and the letters of reference thereon, forming a part of this specification, in which—

Figure 1 represents a cross-section of the roadway and of its metal tracks for vehicles, and Fig. 2 is a perspective view of a portion of one of the metal rails and showing the ends of two sections of a rail connected by a fish-plate having inclined lateral flanges.

This invention relates to certain improvements in roadways, intended more particularly for use in suburban and country districts, which improvements are fully set forth and explained in the following specification and claims.

Referring to the drawings, R represents a metal plate forming a rail for a vehicle and having downwardly-projecting flanges along each side for projecting into the earth, which flanges give great supporting strength to the track R, and also prevent lateral movement of the rail. It is intended that the space between the flanges B shall be filled with earth, which forms a solid bed and support for the rail and which is prevented from being crushed and spread laterally by means of said flanges. The face of the rail R may, if desired, be provided with a moderate-sized flange, as shown at *a*, along its outer edge for preventing vehicles from running off the track, but the rail may be of sufficient width so wheels of vehicles will not easily run off to either side as long as the team or animal attached to the vehicle does not step outside of the rails. It is intended to first make the required grade for the road-bed and then lay the two rails the required distance apart for the wheels of the vehicle to run upon and then depress them until the rails R rest upon the earth beneath them, as shown in Fig. 1, dispensing with all cross-ties or cross-rods for connecting the two rails. It is intended to

pave or gravel the roadway between the rails, as shown in Fig. 1 at P, thus forming a good permanent roadway for animals to travel upon, or it may not be paved or graveled in such place in case cars having other than animal power for their propulsion is used.

The ends of the rail-sections may be connected, as shown in Fig. 2, by means of a fish-plate having inclined laterally-extending flanges D, which flanges may operate as wheel-replacers should a wheel run off the rails.

Such track construction is intended to be used on country roads composed of ordinary soil where the expense of paving, macadamizing, or graveled the entire width of the roadway would be too great, and can be laid on one side of the road, leaving the remainder of the road in its natural state for use when not wet weather. The downwardly-projecting flanges serve to retain the earth between them for a support to the rail by preventing the lateral crushing out of the earth between them, the earth becoming more compact by being retained between the flanges. If desired, the two rails might be connected by means of cross-rods for more thoroughly preventing their spreading, but ordinarily such cross-tie rods will not be needed.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is as follows:

1. A rail for roadways comprising the horizontal or flat portion R having the two depending parallel flanges B adapted to be set into the earth, in combination with the fish-plate for connecting the ends of two rails and having the inclined laterally-extending flanges D all arranged to operate substantially as and for the purpose set forth.

2. A rail for roadways comprising the horizontal or flat portion R having the two depending flanges B adapted to be set into the earth and having lateral projections or flanges for replacing wheels on the rail substantially as set forth.

ABEL BLISS.

Witnesses:

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