

(No Model.)

H. L. STILLMAN.
RAILWAY.

No. 565,045.

Patented Aug. 4, 1896.

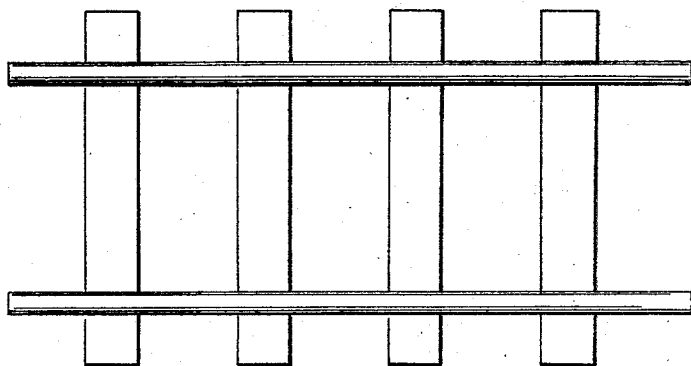


FIG. 1.

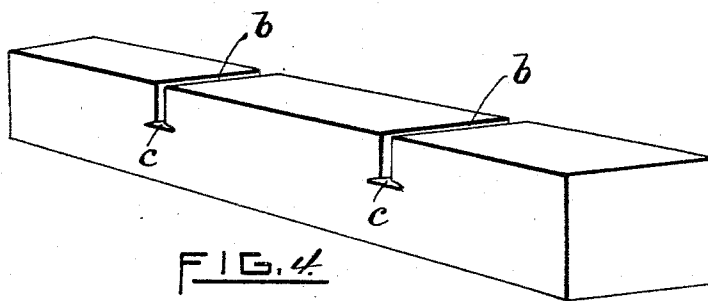
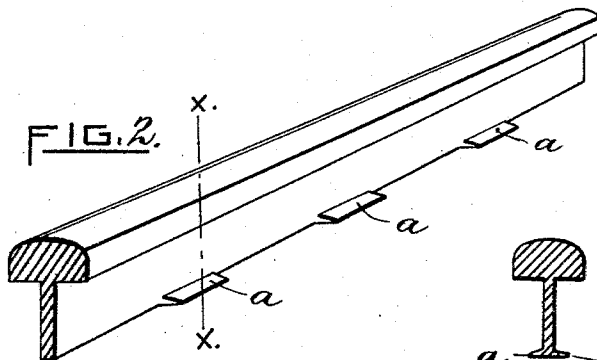


FIG. 4.

WITNESSES.

INVENTOR.

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UNITED STATES PATENT OFFICE.

HERBERT L. STILLMAN, OF CHARLESTOWN, RHODE ISLAND.

RAILWAY.

SPECIFICATION forming part of Letters Patent No. 565,045, dated August 4, 1896.

Application filed November 20, 1895. Serial No. 569,525. (No model.)

To all whom it may concern:

Be it known that I, HERBERT L. STILLMAN, of Charlestown, in the county of Providence and State of Rhode Island, have invented certain new and useful Improvements in Railways; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention has relation to improvements in railways, and is more particularly adapted for electric cars and other rolling-stock having short wheel-flanges.

The invention will be fully understood from the following description when taken in connection with the accompanying drawings, in which—

Figure 1 is a plan top view of a section of a railway with my improvements attached. Fig. 2 is a perspective view of one of the rails removed. Fig. 3 is a cross-section of a rail through the flanges. Fig. 4 is a perspective view of one of the cross-ties removed.

Referring by letter to the said drawings, *a a* show the small sectional flanges on the bottom of the rail-web.

b b show the upright furrows sawed or otherwise cut in and across the top of the cross-tie at a proper gage for the rail centers.

cc show the small lateral transverse grooves

opening into the bottom of the said upright furrows.

In operation after the upright furrows have been made in and across the tops of the ties I place the rails on the ties so that the portion of the webs between the sectional flanges shall engage in the said furrows with the body of the rail resting on the said cross-ties. I then drive the ties longitudinally along the rails until the flanged portions of the webs shall engage in the ties. In the act of lateral driving of the said rail-ties the side flanges of the rail-web will cut the aforesaid lateral transverse grooves as they engage in them.

It will thus be seen that the rail-webs engaged in the upright furrows prevent any spreading of the rails, and the flanges of the rail engaging in the lateral transverse grooves prevents any uplifting of the rail and will also prevent in a great measure rail-crawling, saves the use of spikes, and economizes in the weight of the rail itself.

Having described this invention, what I claim is—

The improved rail herein described, of the approximately T form, with small sectional cutting-flanges, substantially as specified.

HERBERT L. STILLMAN.

Witnesses:

BENJ. ARNOLD,
S. L. LEETE.