

D. S. TUTHILL.
Railroad Tracks.

No. 135,300.

Patented Jan. 28, 1873.

Fig: 1.

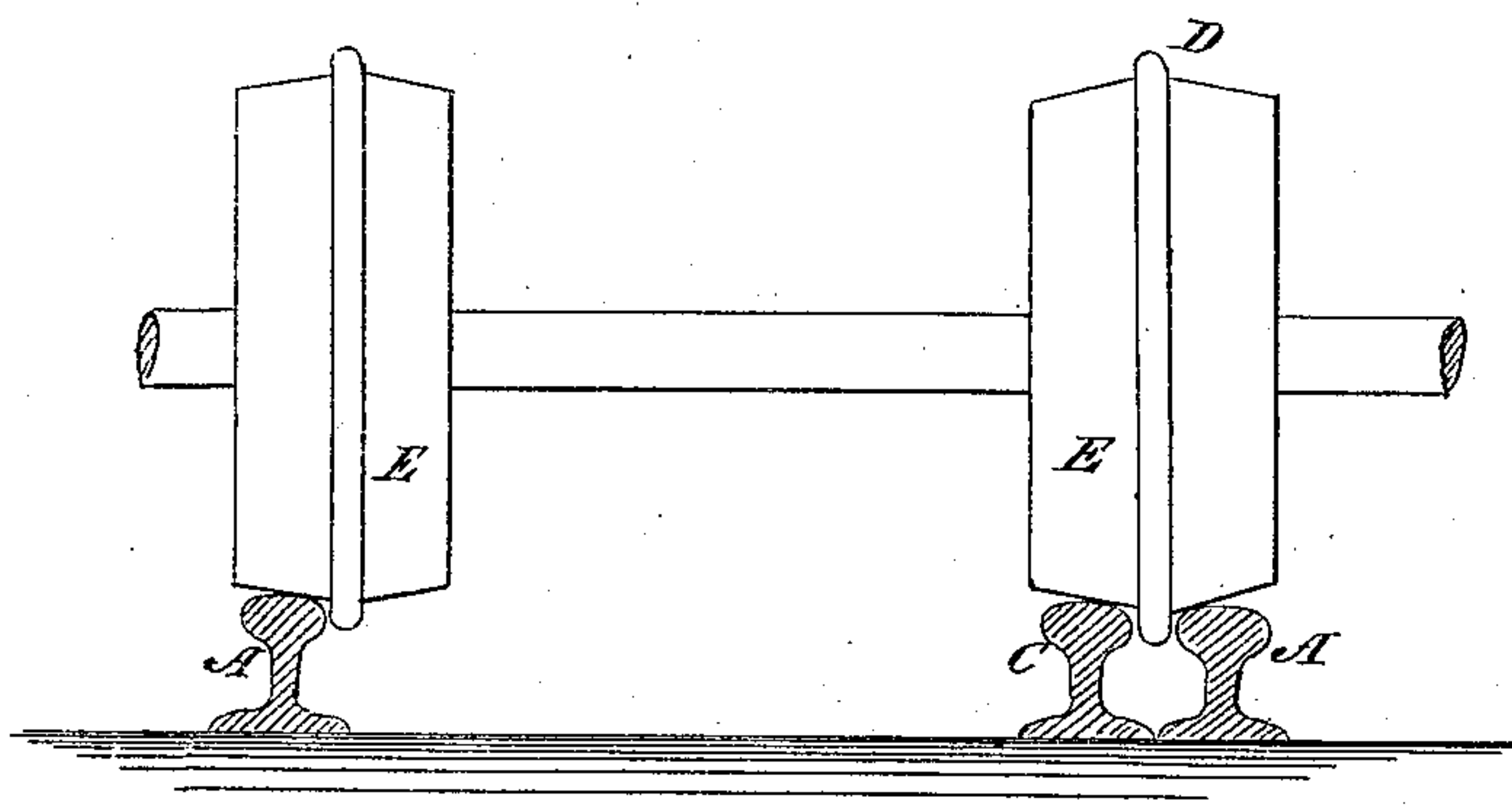
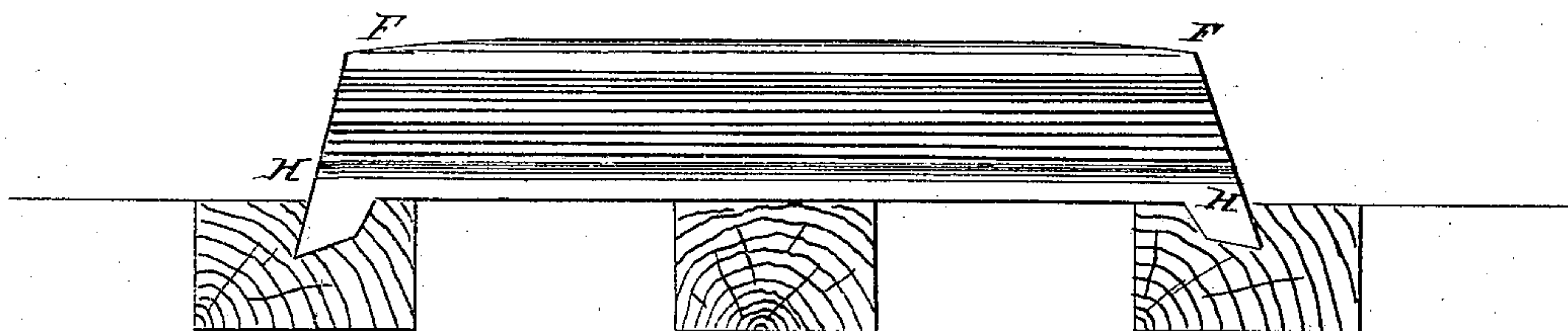


Fig: 2.



Fig: 3.



Witnesses:

Chas. Nida.
Sequien

Inventor:

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UNITED STATES PATENT OFFICE.

DANIEL S. TUTHILL, OF NEWBURG, NEW YORK.

IMPROVEMENT IN RAILROAD TRACKS.

Specification forming part of Letters Patent No. 135,300, dated January 28, 1873.

To all whom it may concern:

Be it known that I, DANIEL S. TUTHILL, of Newburg, in the county of Orange and State of New York, have invented a new and useful Improvement in Railways, of which the following is a specification:

My invention consists of a short rail alongside of the main rails at the joints, either inside or outside of the two rails of the track, and wheels adapted to transfer the weight of the cars or the principal portion of it to these short rails while passing the joints of the main rails, to avoid the pounding and jarring due to the springing of the ends of the rails as the wheels pass over them.

Figure 1 is a transverse section of the rails of a track arranged according to my invention, and a front elevation of the wheels adapted therefor. Fig. 2 is a plan view of a rail-joint with one of the pieces for supporting the car-wheels thereat. Fig. 3 is a side elevation of one of the said pieces.

Similar letters of reference indicate corresponding parts.

A represents the ordinary rails, meeting together at B. C is a short rail, arranged alongside of rails A at the joint, extending the same distance each way, say to the next tie, and if inside, which I prefer, arranged so there will be sufficient space between its head and the heads of the rails A for the flange D of the car-wheel; but it may be placed outside, if preferred, though it is not so desirable an arrangement. E represents an extra flange or wheel-tread on the inside of the ordinary

wheel for rolling on these short rails C, and transferring the weight of the cars to them while passing the joints B. This tread may be cast together with the wheel, or to save the wheels already in use in the employment of this improvement they may be re-enforced with a tread bolted or otherwise fastened on. If the short rails C be placed outside of the rails the wheels will be extended that way, either in the casting or by a part attached. As the tread of the wheels is slightly conical, the short rails will probably be arranged higher if placed on the outside, in order that the extension of the wheels, which it will probably be necessary to have in the same form, can act upon them. These short rails will be curved downward on the top at the ends F a little, in order that the wheels will run onto them smoothly, and the corners G will be rounded off so the flanges will not strike. To fasten them on the ties firmly it will probably be well to have a projection, H, at each end, to enter the ties for resisting the pulling strain of the wheels.

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

The combination, with the main rails A, of the short rails C at the joints, and car-wheels with treads adapted to work on said short rails, substantially in the manner described.

DANIEL S. TUTHILL.

Witnesses:

JAMES H. TAYLOR,
JACOB TREMPER.