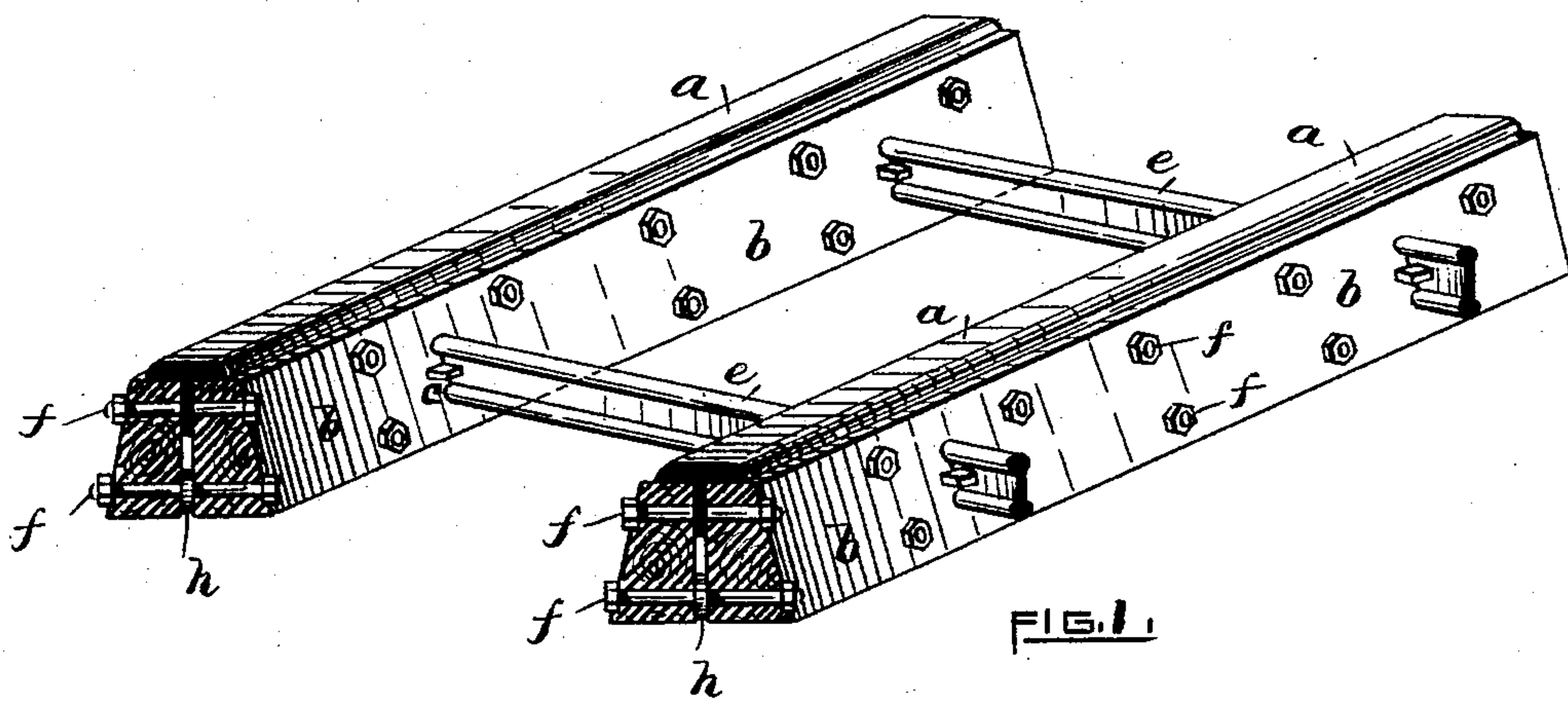
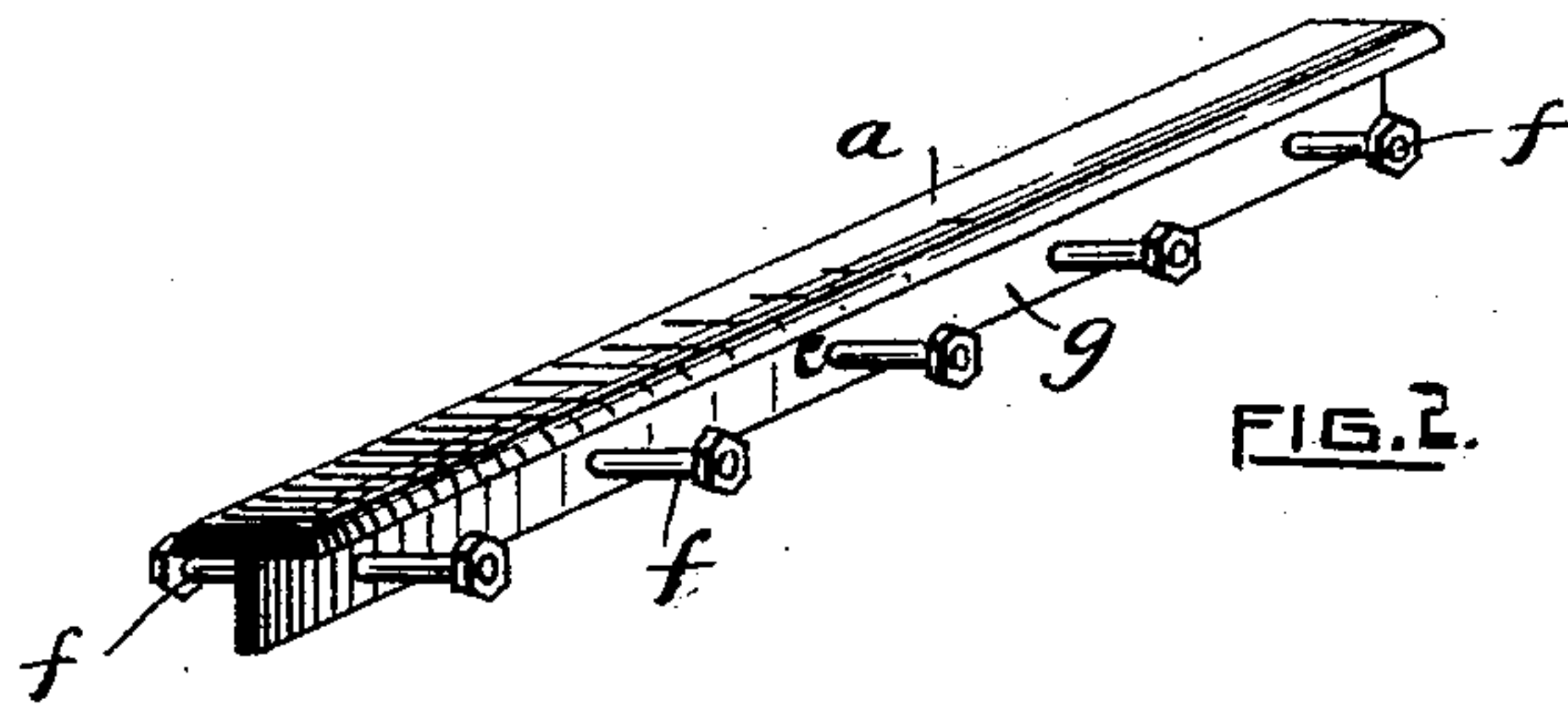


(No Model.)

H. L. STILLMAN.
RAILWAY.

No. 435,253.

Patented Aug. 26, 1890.



WITNESSES.

Wm E Thompson

Samuel E Stillman,

INVENTOR.

Herbert L. Stillman

UNITED STATES PATENT OFFICE.

HERBERT L. STILLMAN, OF CHARLESTOWN, RHODE ISLAND.

RAILWAY.

SPECIFICATION forming part of Letters Patent No. 435,253, dated August 26, 1890.

Application filed February 18, 1890. Serial No. 340,948. (No model.)

To all whom it may concern:

Be it known that I, HERBERT L. STILLMAN, a citizen of the United States, residing in Charlestown, in the county of Washington and State of Rhode Island, have invented new and useful Improvements in Railways; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention has relation to improvements in railways and is more particularly adapted for street-railways.

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

Figure 1 is a perspective 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 perspective view of a bolt and separating-washer removed.

Referring by letter to said drawings, *a* indicates the rails, which are approximately of a T form in cross-section, with openings through the vertical portion to receive the bolts *f*. The compound stringers, in two vertical sections, are placed horizontally to each other and separated at the top by the vertical portion of rail *g*, and at the bottom by

separating-washers *h*, and secured firmly together by the bolts *f*, passing through the apertures *c* and through the stringer and vertical portion of the rail. The tie *e* is employed in holding the stringers in position.

In operation after the apertures have been formed in the stringers, I place the two sections of the stringer side by side, with the rail placed on top with the vertical portion between the washers separating said stringers at the bottom, secured and held in position by the bolts and ties, as shown in the accompanying drawings. By this construction it will be seen that a very firm and substantial railway is secured by a limited amount of material used, and springing and lifting of the rail prevented.

Having described this invention, what I claim is—

The improved railway herein described, consisting of the compound stringers with annular transverse apertures, the rail of the T form with transverse apertures, and the separating-washer secured by the bolts and cross-ties, substantially as specified.

HERBERT L. STILLMAN.

Witnesses:

SARAH E. STILLMAN,
WM. E. THOMPSON.