

(No Model.)

H. L. STILLMAN.  
RAILWAY FOR HIGHWAYS.

No. 597,515.

Patented Jan. 18, 1898.

Fig 1-

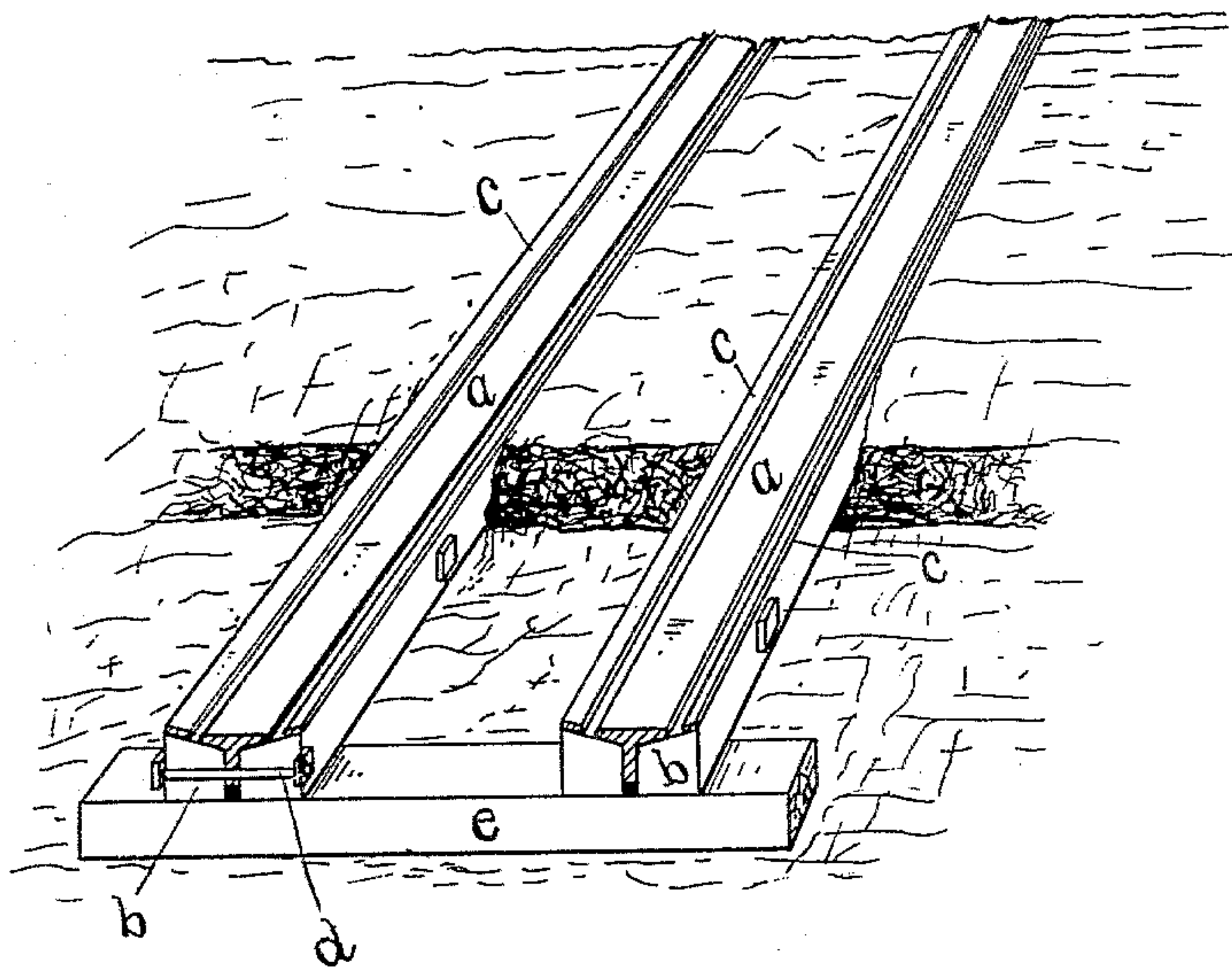


Fig 4-

Fig 2-

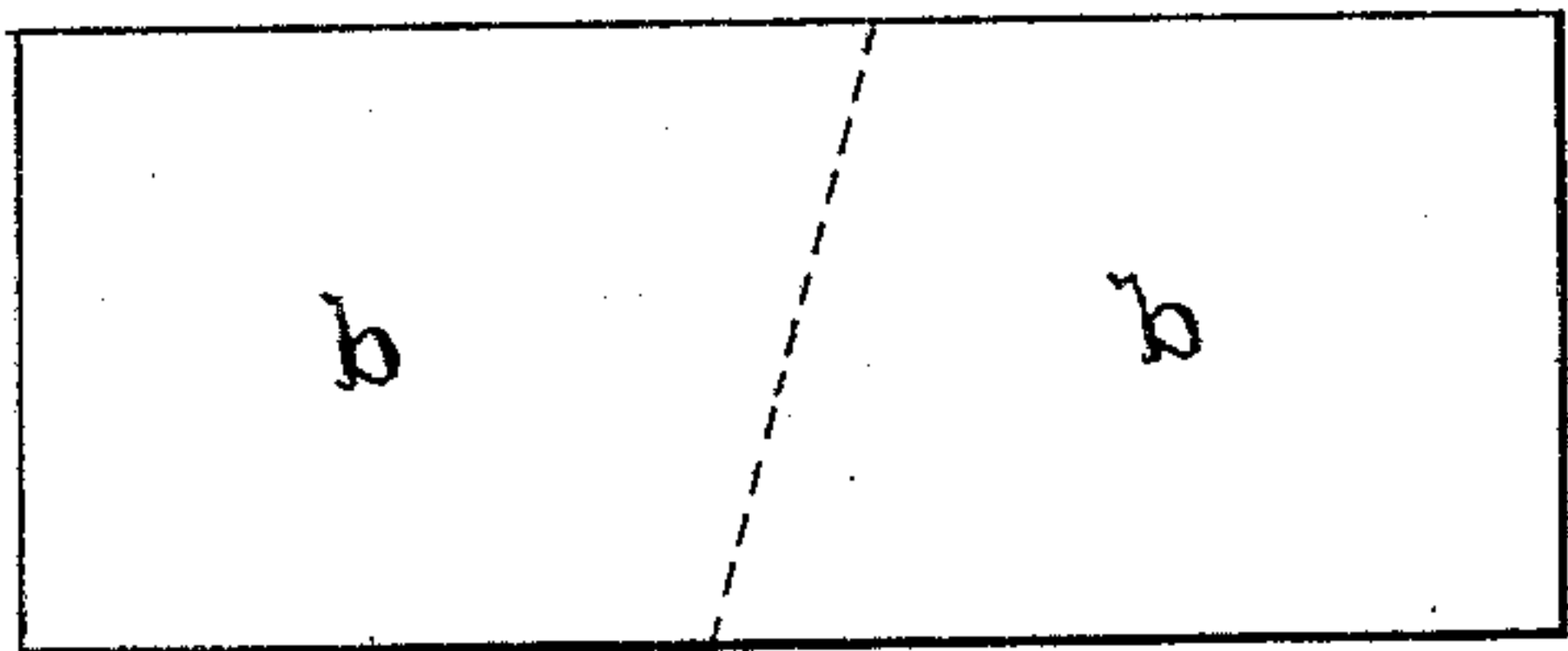
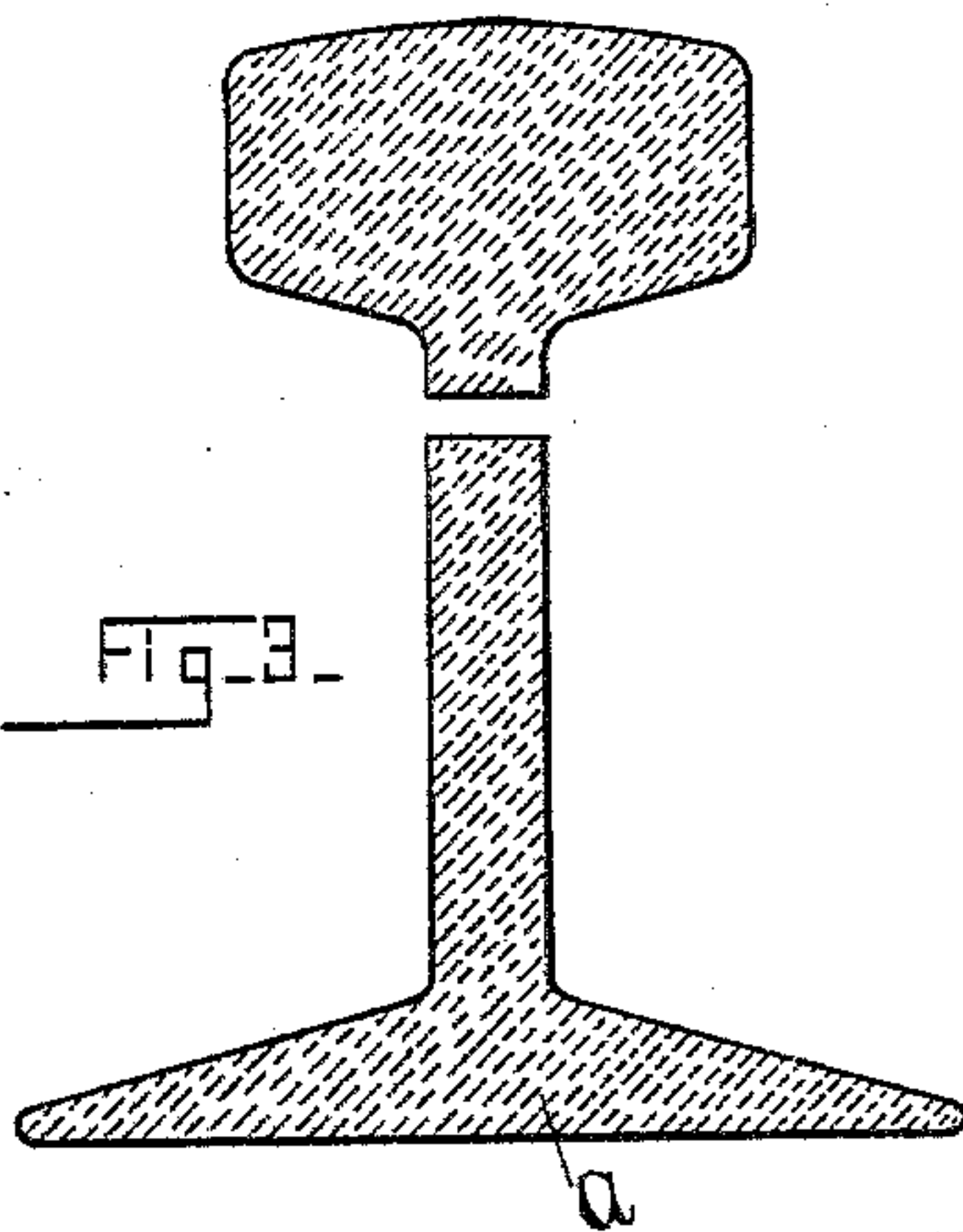


Fig 3-



WITNESSES

*Alfred M. Luther.*  
*May F. Ritchie.*

INVENTOR

*Herbert L. Stillman.*

# UNITED STATES PATENT OFFICE.

HERBERT L. STILLMAN, OF CHARLESTOWN, RHODE ISLAND.

## RAILWAY FOR HIGHWAYS.

SPECIFICATION forming part of Letters Patent No. 597,515, dated January 18, 1898.

Application filed May 19, 1897. Serial No. 637,253. (No model.)

*To all whom it may concern:*

Be it known that I, HERBERT L. STILLMAN, a citizen of the United States, residing at Charlestown, Washington county, State of Rhode Island, have invented certain new and useful Improvements in Railways for Highways, which improvements are fully set forth and described in the following specification, reference being had to the accompanying sheet of drawings.

This invention has relation to the construction of cheap railways for highways and is intended for the use of wagons and other vehicles; and it consists of a rail of the approximately T form designed to be made of the base and web of a standard scrap T-rail, with wood and guard sections of metal in combination.

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 my railway with a portion of the ballast removed. Fig. 2 shows a cross-section of a timber. The dotted lines indicate how it is sawed to produce my compound stringer. Fig. 3 shows a cross-section of my rail as produced from the scrap standard T-rail. Fig. 4 shows removed head of the same.

Referring by letter to said drawings, *a* shows the rail. *b* shows stringers. *c* shows

guard-plates. *d* shows cross-bolts, and *e* shows cross-tie.

In operation after the ground has been formed and the cross-ties laid I place my stringers in pairs, with the beveled sides up, so as to form a concave surface for the reception of the rail *a*. I then invert the rail shown in Fig. 3, so that the body or base shall rest upon the wood sections, with the web between. In this position I firmly secure them with the bolts *d*. I then place the guard-plates upon the upper and outer parts of the stringers in a beveled position, so as to slide the wheels upon the rails. The guard-plates are secured by spikes. It will thus be seen that a cheap, substantial, and effectual carriage-railway can be produced.

Having described this invention, what I claim is—

The improved highway-railway herein described, consisting of compound stringers with their tops beveled inclining toward each other so as to form a concave surface together combined with a rail of the T form having the head beveled on the under side to fit the concavity of said stringers, and the inclined guard-plates located at each side of the rail, as specified.

HERBERT L. STILLMAN.

Witnesses:

FRANK H. ALLEN,  
MAY F. RITCHIE.