J. N. FARRAR & J. STONE.

RAILWAY TRACK.

No. 108,342. Patented Oct. 18, 1870.

Fig. 1

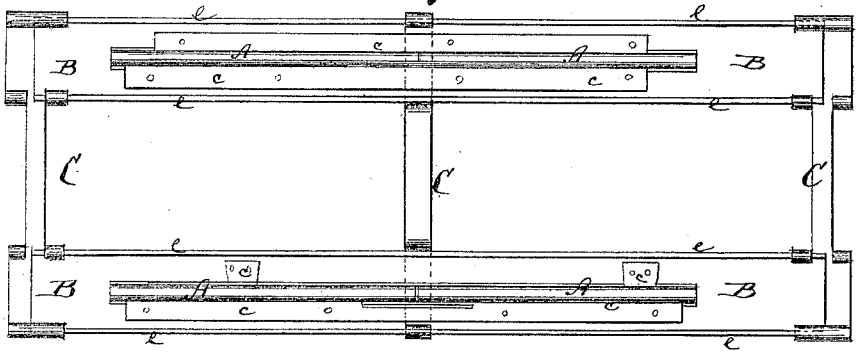


Fig. 2

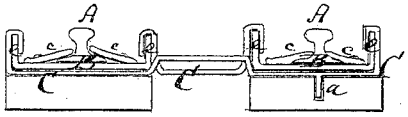


Fig. 3.

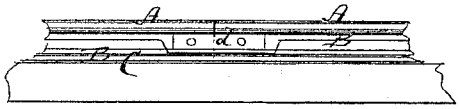


Fig. 4.

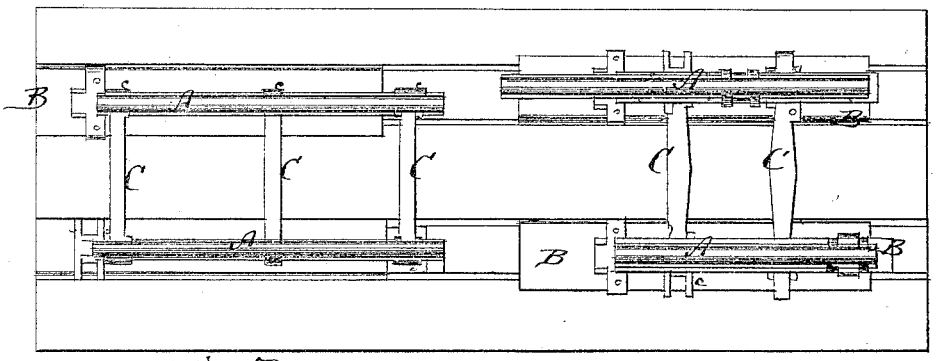


Fig. 5

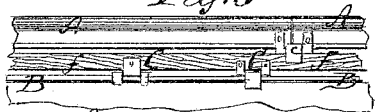
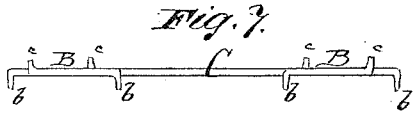


Fig. 6.

Fig. 7.



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Letters Patent No. 108,342, dated October 18, 1870.

IMPROVEMENT IN RAILWAY-TRACKS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that we, JOHN N. FARRAR, of Pepperell, in the county of Middlesex and State of Massachusetts, and JACOB STONE, of Belvidere, in the county of Warren and State of New Jersey, have invented a new and improved Railroad-Track; and we do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing forming part of this specification, in which—

Figure 1 represents a plan view of our improved railroad track.

Figure 2 is an end view of the same.

Figure 3 is a side view, partly in section, of the same.

Figure 4 is a plan or top view of a modification of the same.

Figure 5 is a side view of a modification of the same.

Figure 6 is an end view of the same.

Figure 7 is a detail end view of the same.

Similar letters of reference indicate corresponding parts.

This invention relates to metal stringers for railroads, and consists in an improved article which has upwardly-projecting flanges to arrest the cars if they should run off the track.

The invention also consists in combining with this stringer, correspondingly-shaped cross-ties, which lap around the upper flanges thereof and hold them firmly in place.

The rails A A are secured upon metal plates B B, which constitute our improved stringers.

The plates B form the immediate support of the track and rest upon longitudinal wooden sleepers, or other suitable bed

They are of suitable lengths, and wide enough to project several inches from both sides of the rails.

They may have downward-projecting central ribs, *a a*, as in fig. 2, or some at the sides, as at *b b*, in figs. 6 and 7, to prevent lateral play.

The rails are secured in the middle of the plates B, and are held in place by suitable chains or ears, *c c*, formed thereon.

Fish-plates, *d d*, hold the several sections of rails together.

The parallel stringers B B of one track are held together by cross-ties, C C, which lap around the inner and outer edges of the stringers, as is clearly shown in fig. 2.

The stringers may at the sides have upward-projecting flanges, *e e*, which will keep the cars in place even if they should have run off the track.

If desired, wooden or other planks, *f f*, may be interposed between the rails and the stringers, as in figs. 5 and 6, for the purpose of securing greater elasticity and consequent economy of material.

The metal stringers, besides forming a safe support for the track, serve also to keep the rails clear of grass and to protect the wheels from mud.

The bolts which connect the cross-ties with the stringers pass through oval holes, to permit expansion and contraction.

Having thus described our invention,

We claim as new and desire to secure by Letters Patent—

1. As an article of manufacture, the improved metal stringer B, constructed wide enough to extend beyond both sides of the rail, and having upward flanges *e e*, to detain the cars if they should run off the track, all as shown in figs. 1 and 2 of drawing.

2. The combination of two parallel stringers, B *e*, with the cross-ties C C, lapping around their upper edges, as and for the purpose described.

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Witnesses:
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A. W. PAUL.