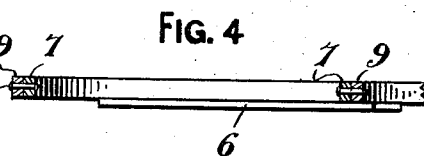
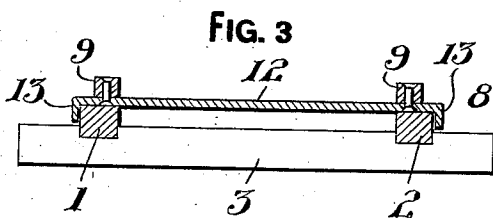
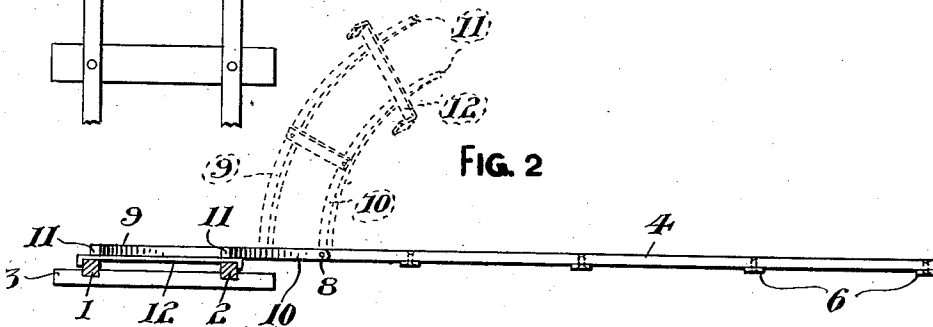
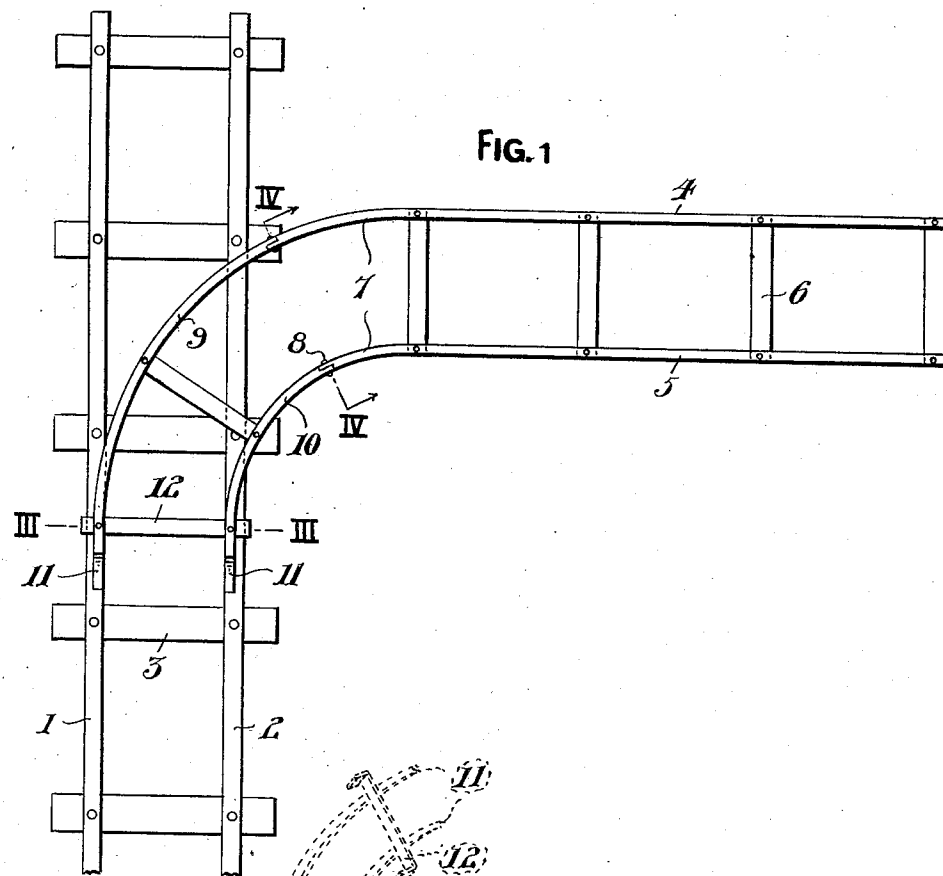


J. KOBER.
 PORTABLE BRANCH TRACK.
 APPLICATION FILED JUNE 6, 1913.

1,069,069.

Patented July 29, 1913.



WITNESSES

J. A. Hoffman,
Karl H. Butler

INVENTOR

Joseph Kober
Henry C. Ewert

ATTORNEY

UNITED STATES PATENT OFFICE.

JOSEPH KOBER, OF IRWIN, PENNSYLVANIA.

PORTABLE BRANCH TRACK.

1,069,069.

Specification of Letters Patent.

Patented July 29, 1913.

Application filed June 6, 1913. Serial No. 772,146.

To all whom it may concern:

Be it known that I, JOSEPH KOBER, a citizen of the United States of America, residing at Irwin, in the county of Westmoreland and State of Pennsylvania, have invented certain new and useful Improvements in Portable Branch Tracks, of which the following is a specification, reference being had therein to the accompanying drawing.

10 This invention relates to a portable branch track, especially designed for mine and other industrial railways.

15 The primary object of my invention is to provide a portable branch track that can be easily and quickly placed in the room or entry of a mine, whereby cars can be transferred therein from a main track and the main track cleared whereby cars can be moved thereon.

20 Another object of this invention is to provide a portable branch track having a hinged curved switching section that can be easily thrown into position upon the main track to transfer cars onto the branch or siding track.

25 A further object of this invention is to provide a simple, durable and easily installed branch track that will facilitate the moving of cars in and out of a mine.

30 With the above and other objects in view, the invention resides in a novel construction, combination and arrangement of parts to be hereinafter specifically described and then claimed.

35 Reference will now be had to the drawing, wherein:—

40 Figure 1 is a plan of a portion of a main track provided with the portable branch track. Fig. 2 is a side elevation of the branch track showing by dotted lines the hinged section thereof in an elevated position. Fig. 3 is an enlarged cross sectional view taken on the line III—III of Fig. 1, and Fig. 4 is a similar view taken on the line IV—IV of Fig. 1.

45 In the drawing, the reference numerals 1 and 2 denote main rails supported by ties 3, said rails constituting a permanent track upon which cars can be moved with a suitable motive power.

The reference numerals 4 and 5 denote 50 portable rails carried by ties 6, said rails constituting a portable track that can be used for siding or branch purposes. The rails 4 and 5 have curved ends 7 and hinged, as at 8 to the curved ends of said rails is a 55 movable section comprising curved rails 9 and 10 having beveled ends 11 adapted to extend onto the rails 1 and 2 respectively. The rails 9 and 10, adjacent to the beveled ends thereof, are connected by a brace 12 60 having depending ends 13 adapted to engage the outer sides of the rails 1 and 2. The brace 12 prevents the hinged section of the branch track from becoming laterally displaced relatively to the main track. It is 65 through the medium of the hinged section of the branch track that the main track can be used independently of the branch track by simply swinging the hinged section upwardly, as shown by dotted lines in Fig. 2. 70

As an instance of the use, of the portable branch track, I will assume that the same extends into the room of a mine. It is then possible for an empty car to be shifted into the room and traffic continued on the main 75 track. It is also possible to remove a loaded car from the room onto the main track, raise the hinged section, shift the loaded car down the main track, lower the hinge section, shift an empty car onto the branch track, raise 80 the hinge section, and then with the same motive power that moves the empty car, the loaded car can be coupled onto and removed from the mine. By being able to place the portable track in a room or empty line, a 85 miner or his helper is saved considerable labor of carrying coal to a main track.

One embodiment of my invention has been illustrated, but it is to be understood that the structural elements are susceptible to 90 such changes as fall within the scope of the appended claim.

What I claim is:—

The combination with a main track, of a branch track, a hinged track section carried 95 thereby and adapted to be swung onto said main track, said hinged track section having the rails thereof provided with beveled ends

to engage the rails of said main track, and
a brace connecting the rails of said hinged
track section and having depending ends to
engage the outer sides of the rails of said
5 main track to prevent lateral movement of
the rails of said hinged track section rela-
tively to the rails of said main track.

In testimony whereof I affix my signature
in the presence of two witnesses.

JOSEPH KOBER.

Witnesses:

CHAS. H. SIEGEL,
JOHN BOSCO.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,
Washington, D. C."
