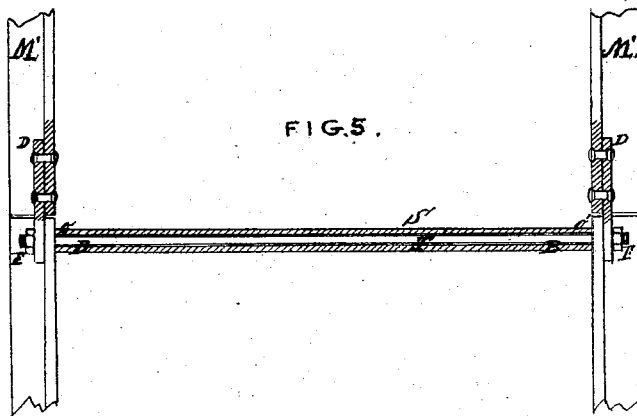
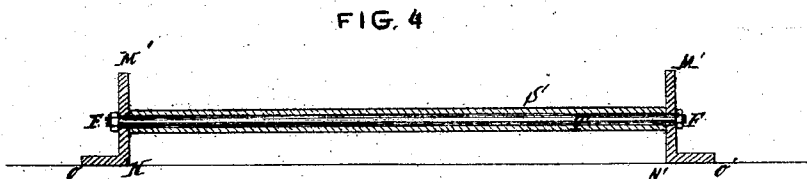
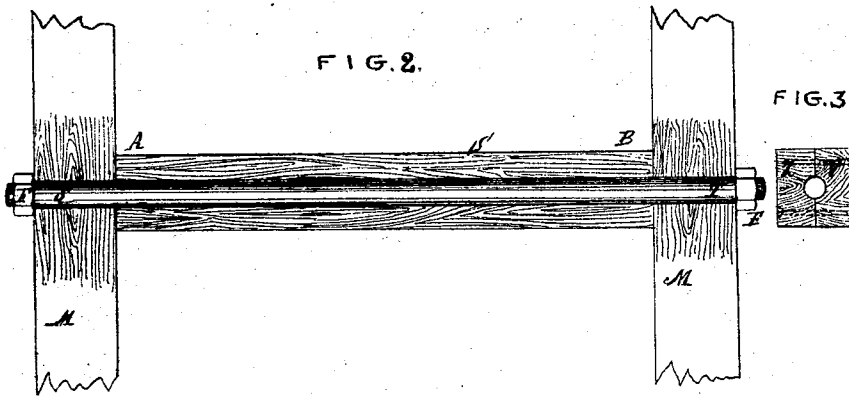
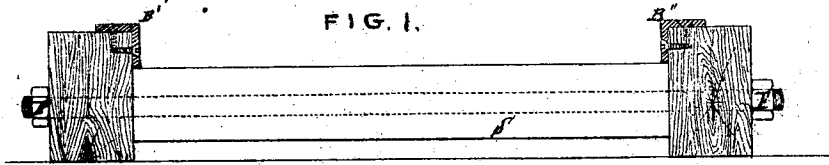


H. A. CORBIN. Railway Tracks.

No. 152,082.

Patented June 16, 1874.



Witnesses:

Emile Durhan

Charles Dupont

Inventor:

H. A. Corbin

UNITED STATES PATENT OFFICE.

HENRI A. CORBIN, OF PARIS, FRANCE.

IMPROVEMENT IN RAILWAY-TRACKS.

Specification forming part of Letters Patent No. **152,082**, dated June 16, 1874; application filed January 2, 1872.

To all whom it may concern:

Be it known that I, HENRI ADOLPHE CORBIN, of Paris, France, civil engineer, have invented a new or Improved System of Rail or Tram Way for the Transport of Agricultural and other Products; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed sheets of drawing, making a part of the same.

Figures 1 and 2 show, in elevation and horizontal section, the application of the tie to wooden rails. Fig. 3 is a cross-section of the tubular portion of the tie. Fig. 4 is a vertical section of my improved form of metal rail; and Fig. 5, a plan view thereof, with part in section, showing the joint or means of flexible connection between the rails.

My invention is an improvement in portable rail or tram ways; and relates to the construction of ties or rigid transverse connections between the sleepers, and to constructing the several sections or ladders composing the tramway of angle-iron rails having end connections, as hereinafter described.

The ties by which the rails or sleepers are connected are composed of a rod, T, and wooden or metal tube S, the former passing through the latter, and also through the rails, and having screw-nuts F applied to its ends. The metal tube is entire, but the wooden tube is divided longitudinally in halves, which are nailed together when applied to the rod T.

The ends of either tube abut or rest against the inner side of the rail M M', and thus hold them rigidly apart, while the screw-rod equally prevents their separation. I prefer to use the wooden tube with the wooden rails and the metal tube with the metal rails. The latter, M', are made of angle-iron, one side or flange of which forms the base that rests on the ground, Figs. 4 and 5. They are connected in sections by fish plates D, which are riveted or bolted to the ends of one pair of rails, and pivoted to the contiguous ends of the next pair, as shown in Fig. 5. By preference, the rod T forms the pivot of the fish-plates.

The rapid wear of the wooden rails may be obviated by metal plates B', and said rails will in practice have flexible connections or joints.

What I claim is—

1. The combination, with the rails or sleepers, of the inter-ties formed of a tubular part, and a rod passing through it and the rails, and provided with screw-nuts, as shown and described, to hold the rails rigidly parallel or equidistant, as set forth.

2. The tramway formed of the angle-iron rails, connected flexibly in sections by plates D, attached as specified, and the ties S T, combined as shown and described.

HENRI ADOLPHE CORBIN.

Witnesses:

EMILE DUHAN,
CHARLES DESNOS.