

T. Boatsman,

Railway.

No. 112,893.

Patented Mar. 21. 1871.

Fig. 1

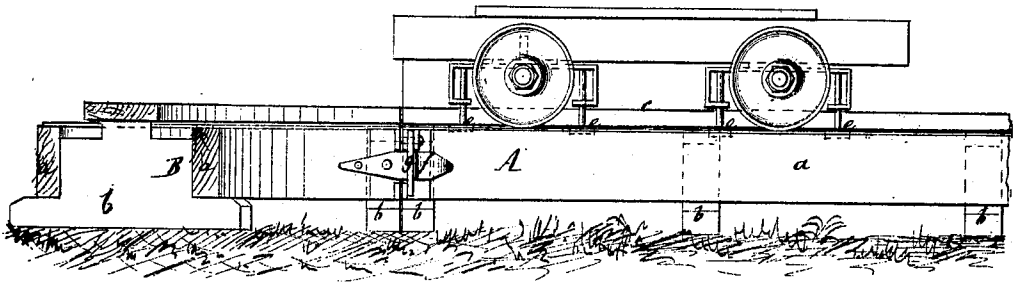


Fig. 2.

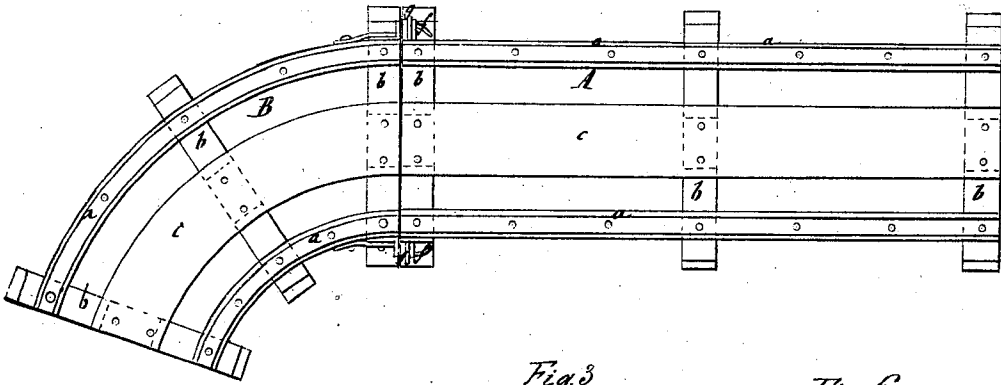


Fig. 3

Fig. 6.

Fig. 4.

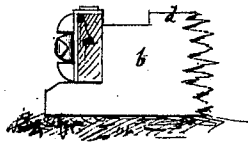
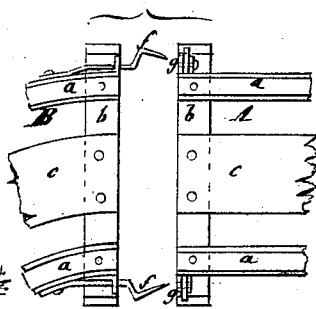
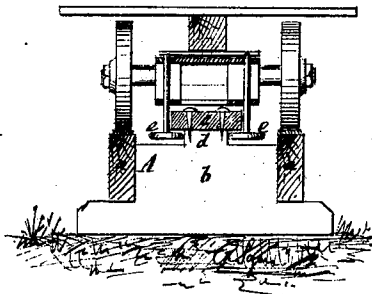
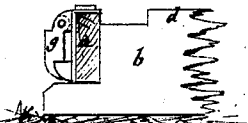


Fig. 5.



Witnesses.
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Inventor.
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per
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Attys

UNITED STATES PATENT OFFICE.

THEODORE BOOTSMANN, OF TOMPKINSVILLE, NEW YORK.

IMPROVEMENT IN PORTABLE RAILWAYS.

Specification forming part of Letters Patent No. **112,893**, dated March 21, 1871.

To all whom it may concern:

Be it known that I, THEODORE BOOTSMANN, of Tompkinsville, in the county of Richmond and State of New York, have invented a new and useful Improvement in Portable Railroads; and I do hereby declare the following to be a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which drawings—

Figure 1 represents a sectional side view of this invention. Fig. 2 is a plan or top view of the same. Fig. 3 is a transverse section of the same. Fig. 4 is an end view of one part of the lock used for connecting the several sections of my portable railroad. Fig. 5 is a similar view of the other part of the lock. Fig. 6 is a plan or top view of both parts of the lock.

Similar letters indicate corresponding parts.

This invention relates to a portable railroad; and it consists of locks which serve to unite the sections at their ends, which are composed of inclined noses and latches, so that when one section is pushed against the other the noses will open the latches automatically, and after the sections are locked the noses of one section will straddle the end of the adjoining section, and a lateral displacement of the sections is effectually prevented. This railroad is composed of straight and curved sections, also of turn-outs, crossings, and turn-tables; each section being made of two side rails supported at the ends and in the middle by cross-ties, forming feet which project beneath the side rails in such a manner that in putting down the railroad on the ground each section is supported at three points only, and it can therefore be easily brought in such a position that its ends will lie firmly on the ground, and the locks which serve to secure the sections together are not liable to become broken. Between the side rails of each section is fastened a board, which serves the triple purpose of strengthening its section, of forming a path for the person pushing the car, and of acting as a safety-rail to prevent the cars from tipping over, said cars being provided for this purpose with safety-rollers catching beneath the edges of the central board.

In the drawings, the letter A designates a straight section of my portable railroad, and the letter B a curved section. Each of these

sections is composed of two side rails, *a*, which are connected at their ends and in the middle by cross-ties *b*, forming feet which project beneath the side rails, so that when a section is put down on the ground it is supported at three points only, and it can be readily adjusted so that it will lie firmly on the ground. If the side rails are simply connected by screw-rods or cross-ties the lower edges of which are flush with the under surfaces of the side rails, and a section is laid down on the ground, it is liable to rock, and even if it is blocked up its ends are liable to spring up and down by the weight of the cars, and the locks which serve to unite the adjoining sections are subject to being broken. By providing each section with supporting-feet this difficulty is easily avoided, and my sections can be readily adjusted on the most unfavorable ground, so that their ends are firmly supported and the locks are not liable to get out of order. The cross-ties *b* are formed with projections *d* in their middle, which serve to support the central boards, *c*. These boards serve to strengthen their sections, and they also form a path for the persons pushing the cars; and, furthermore, they act as safety-rails, whereby the cars are prevented from tipping over, my cars being provided with safety-rollers *e*, which catch under the edges of the central boards, as shown in the drawings. To allow these rollers to pass, the projections *d* of the cross-ties are made somewhat narrower than the boards *c*.

The cars used on a portable railroad are generally dumping-cars, and if the railroad is constructed without my safety-boards and the contents of the car are dumped said car is liable to tip over, which causes much inconvenience and loss of time; and, furthermore, in running down a steep grade or in turning a short curve the cars on a road without my safety-boards are liable to run off the track, and it requires much time to replace the same. All these difficulties are avoided by my improved track.

The locks which serve to secure the adjoining sections together are composed of noses *f* and latches *g*, the noses being fastened to the end of one and the latches to the end of the adjoining section. The ends of the noses are inclined inward, so that when two sections are pushed together the noses will raise the latches

automatically, and after the ends of the sections have closed up the latches drop down behind the noses, and the two sections are firmly locked together. The ends of the noses straddle the ends of the adjoining section and prevent a lateral displacement of the same.

What I claim as new, and desire to secure by Letters Patent, is—

The inclined projecting noses *f* and latches

g, constructed as described, in combination with each other and the sections of a portable railroad.

This specification signed by me this 2d day of July, 1870.

T. BOOTSMANN.

Witnesses:

W. HAUFF,

E. F. KASTENHUBER.