F. AMAT.
Portable-Railway.

No. 207,151. Patented Aug. 20, 1878.

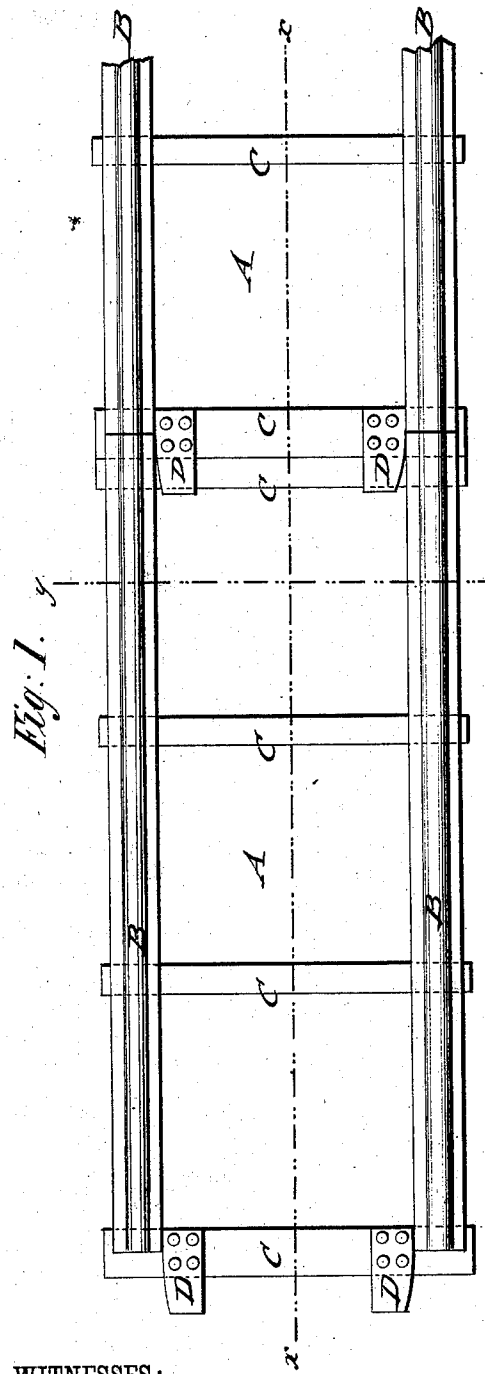

Fig. 1.

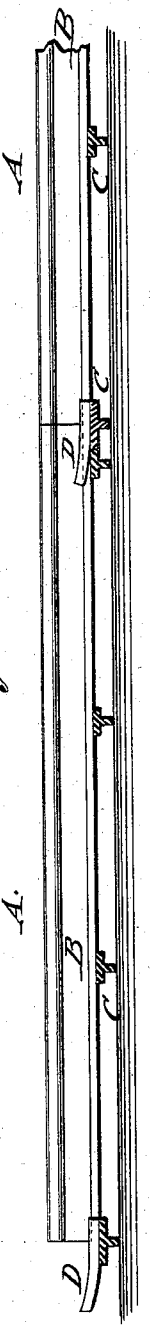

Fig. 2.

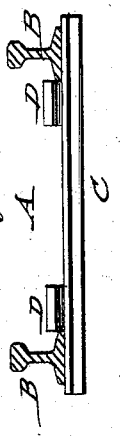

Fig. 3.

WITNESSES:

Achilles Schehl.

C. Sedgwick

INVENTOR:

F. Amat

BY Munn & Co

ATTORNEYS.

UNITED STATES PATENT OFFICE.

FRANCISCO AMAT, OF HAVANA, CUBA.

IMPROVEMENT IN PORTABLE RAILWAYS.

Specification forming part of Letters Patent No. **207,151**, dated August 20, 1878; application filed August 1, 1878.

To all whom it may concern:

Be it known that I, FRANCISCO AMAT, of Havana, Cuba, have invented a new and Improved Portable Railroad-Track, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a top view of my improved portable railroad-track; and Figs. 2 and 3 are vertical longitudinal and transverse sections of the same, respectively, on lines *x x* and *y y*, Fig. 1.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish an improved portable railroad-track of simple construction, by which the interlocking of the track-sections is obtained in a reliable manner in longitudinal and lateral direction, and each section also adapted to be used for switches, curves, &c.

The invention consists of a track-section whose rails project at one end and partly over the wider cross-tie of the adjoining section, said cross-tie having locking-plates close to the rails, that bear on the end tie and against the rails of the first section. The locking-plates have a slight upward curve at the end, and are also curved or rounded off at that side adjoining the rails.

Referring to the drawings, A A represent adjoining sections of my improved portable railroad-track. Each section A is constructed of rails B, resting on T-shaped metallic cross-ties C, of which the cross-tie at one end of each section is of nearly twice the width of the remaining ties, so as to extend about half its width beyond the ends of the rails. The adjoining rail ends of the next track-section A project beyond the end tie to a distance that is equal in length to that portion of the wider adjoining end tie, which extends beyond the rail ends of its section. The projecting rail ends lap, therefore, over the extended portion of the tie and form the joint of the rails.

To the wider end tie of each section are also attached, close to the rails, locking-plates D, which bind over the end tie of the adjoining track-section, and lock, in conjunction with the overlapping ends of the rails, the two sections firmly together on the ground.

The locking-plates D are slightly turned up at the ends, to facilitate the jointing of the track-sections, and also somewhat curved or rounded off at their sides adjoining the rails, so as to give some play to each section, and admit it to be used for curves and switches.

The interlocking of the track-sections by the rails and plates that bind respectively on the wider and narrower end ties of the sections produces not only the rigid connection of the sections longitudinally, but also, by the contact of the locking-plates and rail-bases, the lateral interlocking of the sections, with sufficient play to admit of their quick and convenient adjustment.

The track may be readily laid and removed, and any one of the sections taken up and exchanged for switches or other purposes without interfering with the rest of the track.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

1. As an improvement in portable railroad-tracks, the combination of a track-section having the rails arranged to project beyond the end cross-tie with a second track-section having a wider end tie extended beyond the rail ends and locking-plates, attached to the wider cross-tie close to the rails, substantially as described, and for the purpose specified.

2. In portable railroad-tracks, a track-section having an end cross-tie with locking-plates that are slightly curved up at the ends, and curved or rounded off at the sides adjoining the rails, substantially as shown and described.

FRANCISCO AMAT.

Witnesses:
PAUL GOEPEL,
M. HESANT.