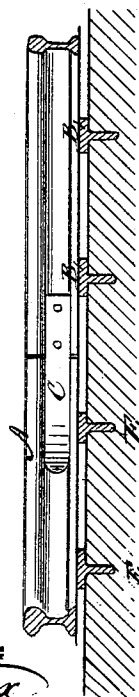
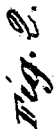
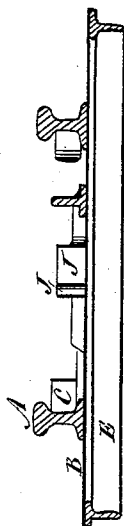


M. de M. C. y MARTINEZ.
PORTABLE RAILROAD TRACK.

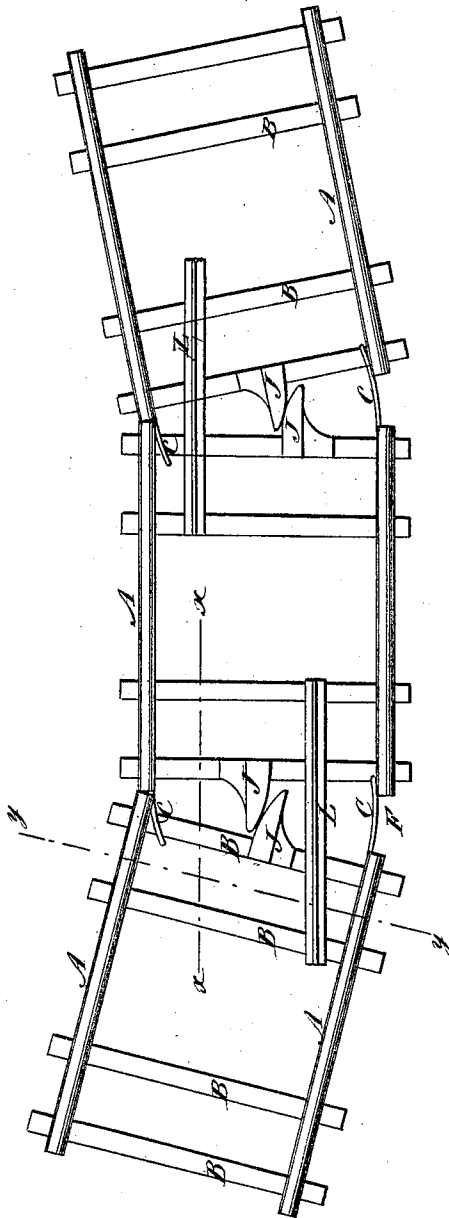
No. 178,652.

Patented June 13, 1876.



WITNESSES:

C. Verreux
John Goethals



INVENTOR:

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BY

Ermine Hg

ATTORNEYS.

UNITED STATES PATENT OFFICE.

MANUEL DE M. C. Y MARTINEZ, OF HAVANA, CUBA.

IMPROVEMENT IN PORTABLE RAILROAD-TRACKS.

Specification forming part of Letters Patent No. **178,652**, dated June 13, 1876; application filed May 16, 1876.

To all whom it may concern:

Be it known that I, MANUEL DE MA CAMPOS Y MARTINEZ, of Havana, Island of Cuba, have invented a new and Improved Plantation-Railway, of which the following is a specification:

The object of my invention is to contrive a simple and cheap, but at the same time efficient, arrangement of railway-track in short sections, that can be easily handled to put down and take up, and adapted to be laid on the natural surface of the ground, and to keep its position on the ground and in relation of one section to another, with but little labor and expense of laying down and fastening the sections.

In the accompanying drawing, Figure 1 is a plan view of a short track of three sections constructed according to my invention. Fig. 2 is a longitudinal section on line X X of Fig. 1, and Fig. 3 is a transverse section on line Y Y.

Similar letters of reference indicate corresponding parts.

In the drawing, A represents the rails, which are attached to ties B—say, four to each pair of rails—the rails being laid even to each other at the ends, and the ties having a flange or rib, E, on the bottom, to settle in the ground, to prevent moving about. One rail of each pair has a curved bar, C, attached, for fitting against the inside of the next rail, to prevent lateral displacement of the rails of one section relatively to the other in one direction, but more particularly for bridging the spaces F between the ends of the outside rails when laid on curves. These bars are enough lower than the rails to allow the

flanges of the wheels to pass over them freely when the rail ends meet close together, as on the inside rail, but they are at the same time sufficiently high to carry the wheels over the gaps between the ends of the outside rails. J represents a block on each end tie, having a curved face bearing against the corresponding face of the block on the connecting-section, to hold the bars C against being moved away from the rails, said blocks being arranged to act oppositely to the way the bars C of the same section act. The curved faces allow the blocks to bear against each other, preferably in any transient curvature of the track either way. L represents a bar attached to the top of the ties at the ends of the sections, to project over the ties of the next section, to prevent the rails of one section from rising or sinking more than the others. Said bars will, in practice, be applied to all the sections alike.

It will be seen that these track-sections will match alike, so that they can be taken up and laid down without regard to which ends are laid together.

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

The improved portable railway-track, consisting of rails A and ties B, connected together in sections, and provided at each end with a bar, C, block J, and bar L, substantially as herein shown and described.

MANUEL DE MA CAMPOS Y MARTINEZ.

Witnesses:

HILARIO R. TORICIS,
JOSÉ ANT. PEHANS.