

A. HEYN.
Portable Railroad-Track.

No. 221,817.

Patented Nov. 18, 1879.

Fig: 1.

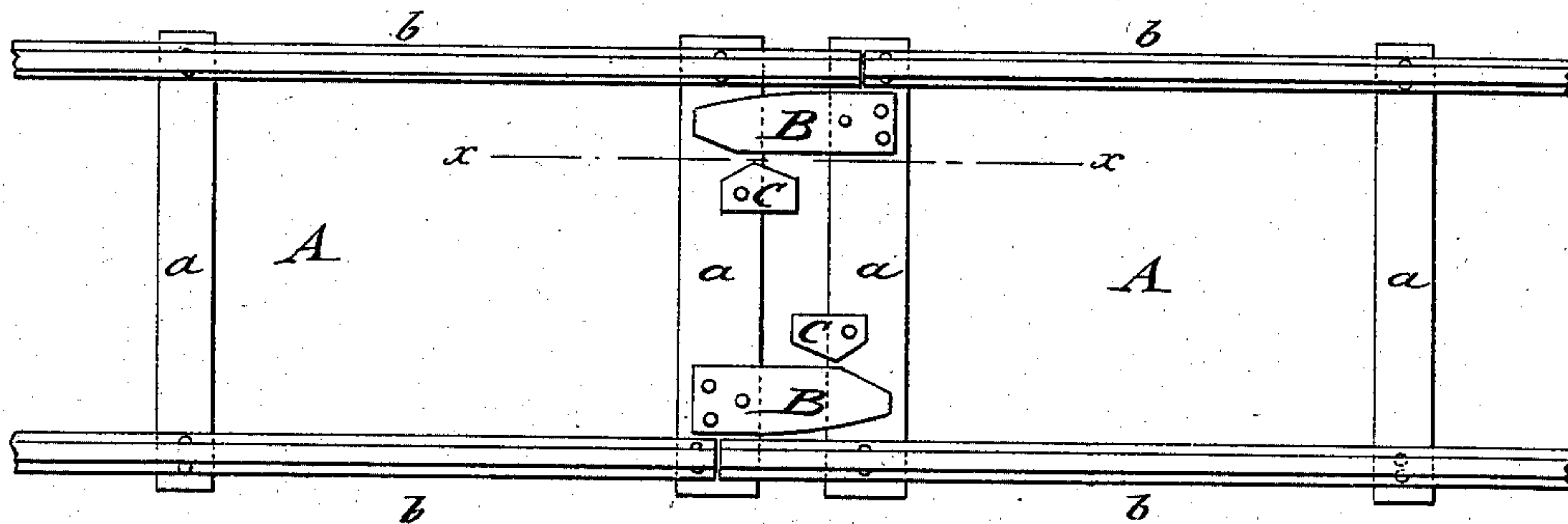


Fig: 2.

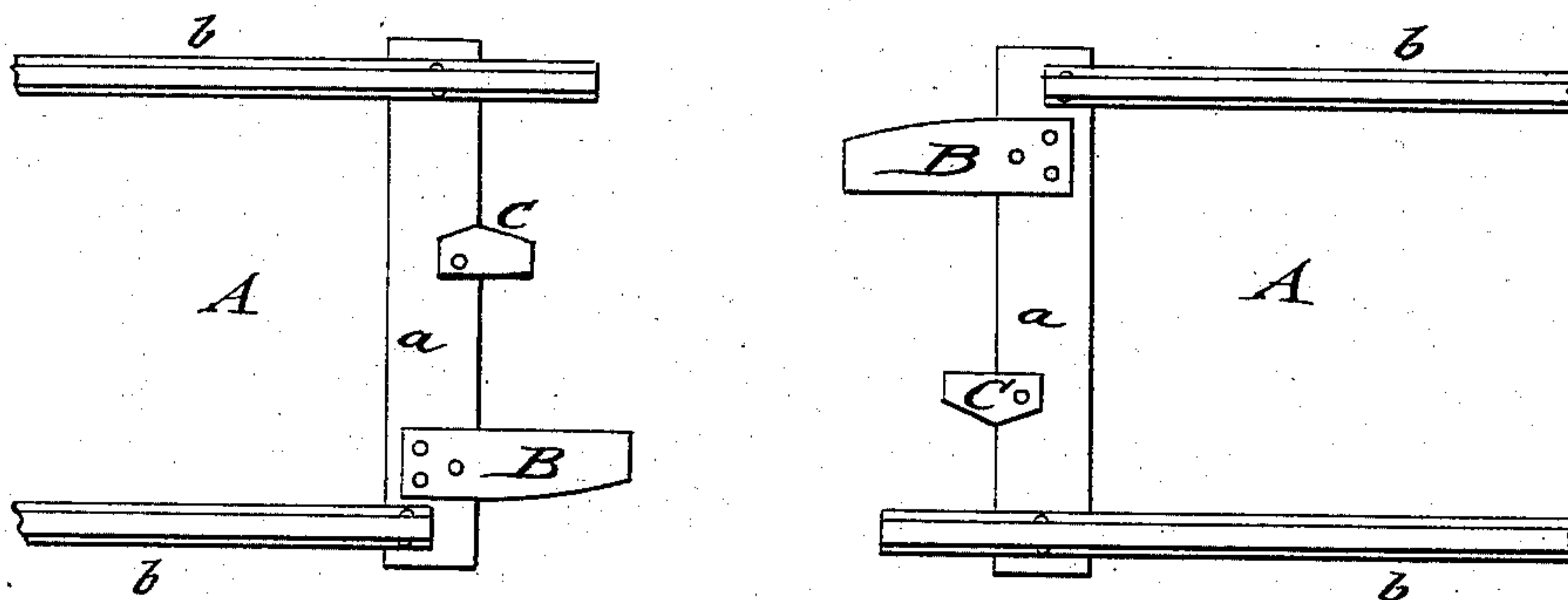
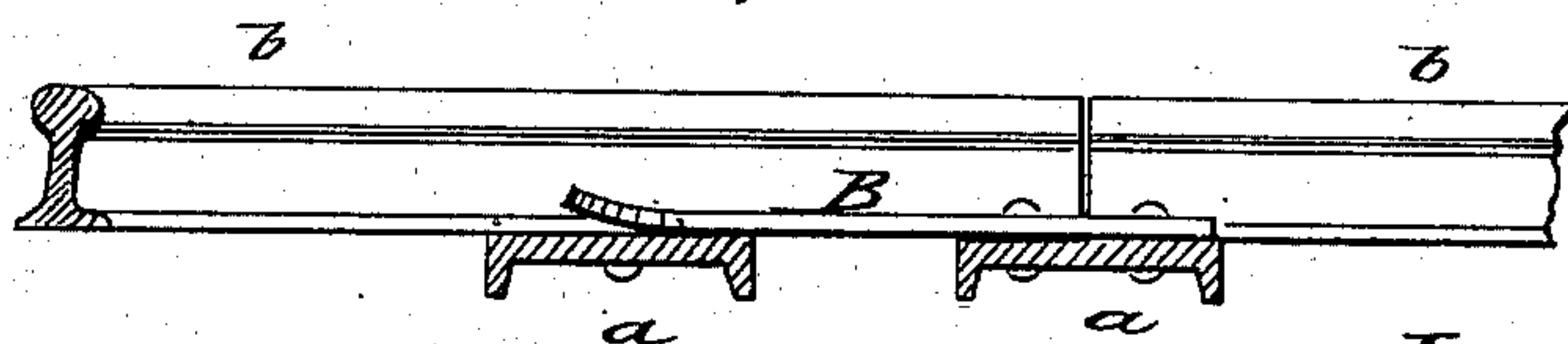


Fig: 3.



Witnesses:

Carl Karp
Otto Risch

Inventor:

Alfred Heyn
by Paul Goepel
Attorney.

UNITED STATES PATENT OFFICE.

ALFRED HEYN, OF NEW YORK, N. Y.

IMPROVEMENT IN PORTABLE RAILROAD-TRACKS.

Specification forming part of Letters Patent No. **221,817**, dated November 18, 1879; application filed August 23, 1879.

To all whom it may concern:

Be it known that I, ALFRED HEYN, of the city, county, and State of New York, have invented certain new and useful Improvements in Portable Railroad-Tracks, of which the following is a specification.

In the accompanying drawings, Figure 1 represents a top view of my improved portable railroad-track, shown with interlocking sections. Fig. 2 is a top view of the same, with sections detached; and Fig. 3 is a detail vertical longitudinal section on line *xx*, Fig. 1.

Similar letters of reference indicate corresponding parts.

This invention relates to improvements in portable railroad-tracks, by which not only a more reliable interlocking of the sections, but also, at the same time, an alternating rail-joint, is obtained.

The invention consists of a portable railroad-track made in sections, the rails of each section being extended at diagonally-opposite ends, while the other rail ends extend only to the middle of the tie. Each section has a locking-piece, adjoining the shorter rail end, which interlocks with the elongated rail end of the adjoining section. The end tie of each section has also a second binding-piece, that bears on the interlocking-piece of the adjoining section to prevent the dislocation of the section.

Referring to the drawings, A A represent the sections of my improved portable railroad-track. Each section A is constructed of cross-ties *a a*, which are, preferably, of iron of suitable cross-section, and of rails *b b*, riveted to the cross-ties. The end ties *a a* are wider than the intermediate ties for giving a better support for the meeting ends of the rails.

The rails of each section A are extended at diagonally-opposite ends beyond the end tie to a certain distance, while the other rails stop short at the middle of the end ties. The sections when connected form thus a continuous line of track, in which the rails alternately break joint, so as to facilitate the running of the rolling-stock on the track.

Each section A is provided, adjoining the

shorter rail-ends, with locking pieces B, which are riveted firmly to the end tie. These locking-pieces B are slightly rounded off at the side adjoining the rail, to allow the track-sections to be laid at an angle toward each other when rounding curves. They are also slightly bent upward at the ends, as shown in Fig. 3, to facilitate the ready pushing together and connecting of the sections. The locking-pieces of the track-sections form, with the elongated rails of the sections, a rigid and reliable connection of the sections when the weight passes over the same, first at one side and then at the other, owing to the alternating joints of the rails. The interlocking of the sections equalizes the weight and renders the track more secure and firm.

Each end tie has, furthermore, a binding-piece, C, at such distance from the elongated rail that the locking-piece B may freely pass in. It is then retained by the angular side of the binding-piece C, and thereby the sidewise dislocation of the sections prevented. The sections are thus connected, so as to resist the vertical pressure of the weight as well as longitudinal and lateral strains, and form thereby a smooth and reliable interlocking track.

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

As an improvement in portable railroad-tracks, interlocking sections, the rails of which are extended at diagonally-opposite ends beyond the end cross-ties, while the remaining rail ends extend only to the center of the ties, in combination with locking-pieces B, adjoining the shorter ends, and binding-pieces C, bearing on the locking-pieces, all substantially as and for the purpose specified.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of two witnesses, this 22d day of August, 1879.

ALFRED HEYN.

Witnesses:

PAUL GOEPEL,
CARL KARP.