

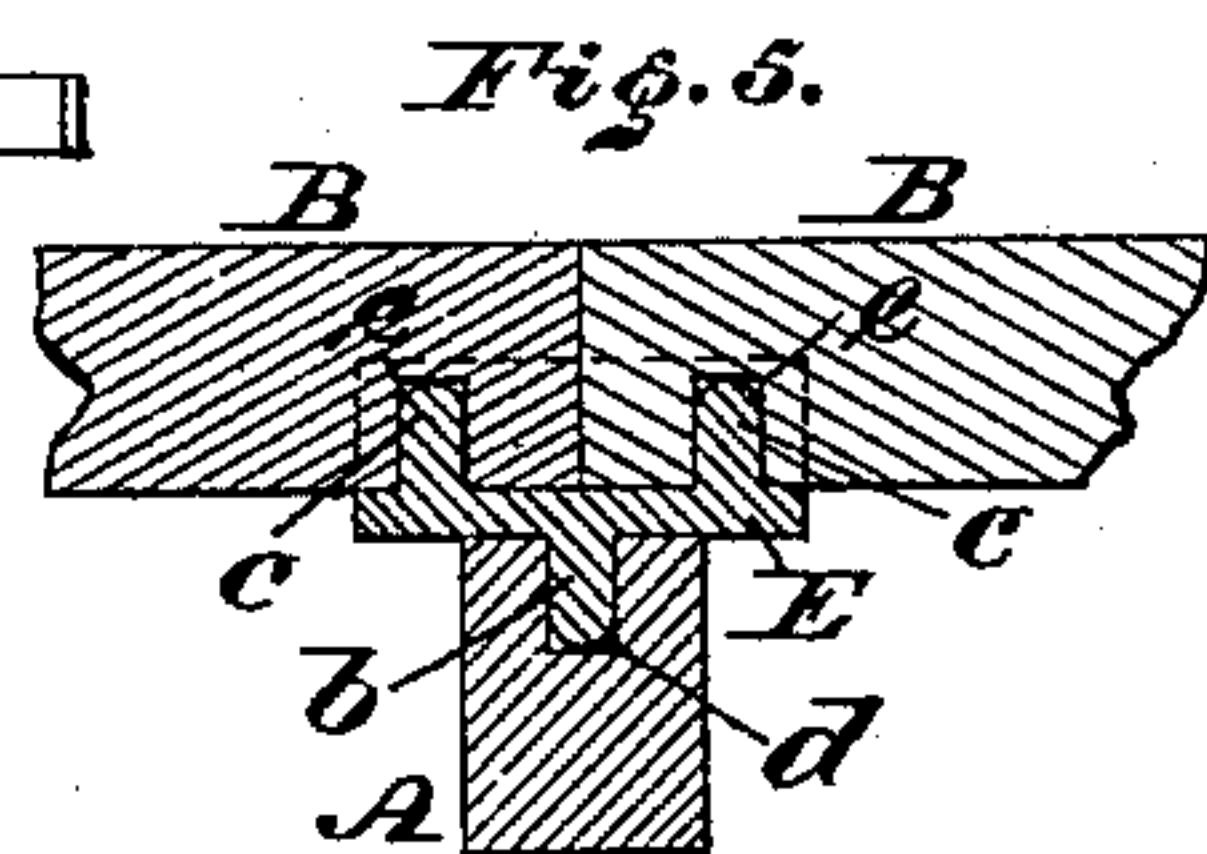
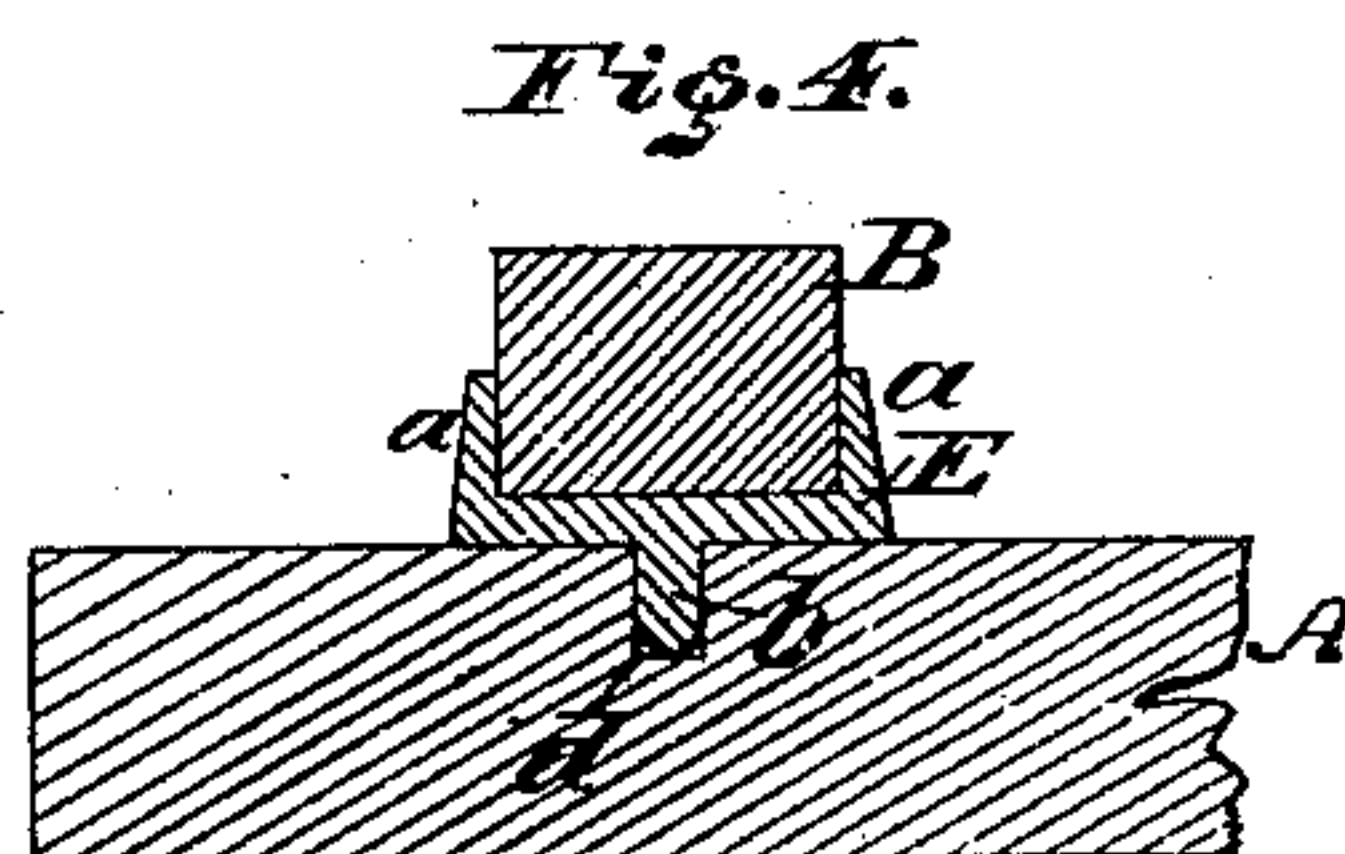
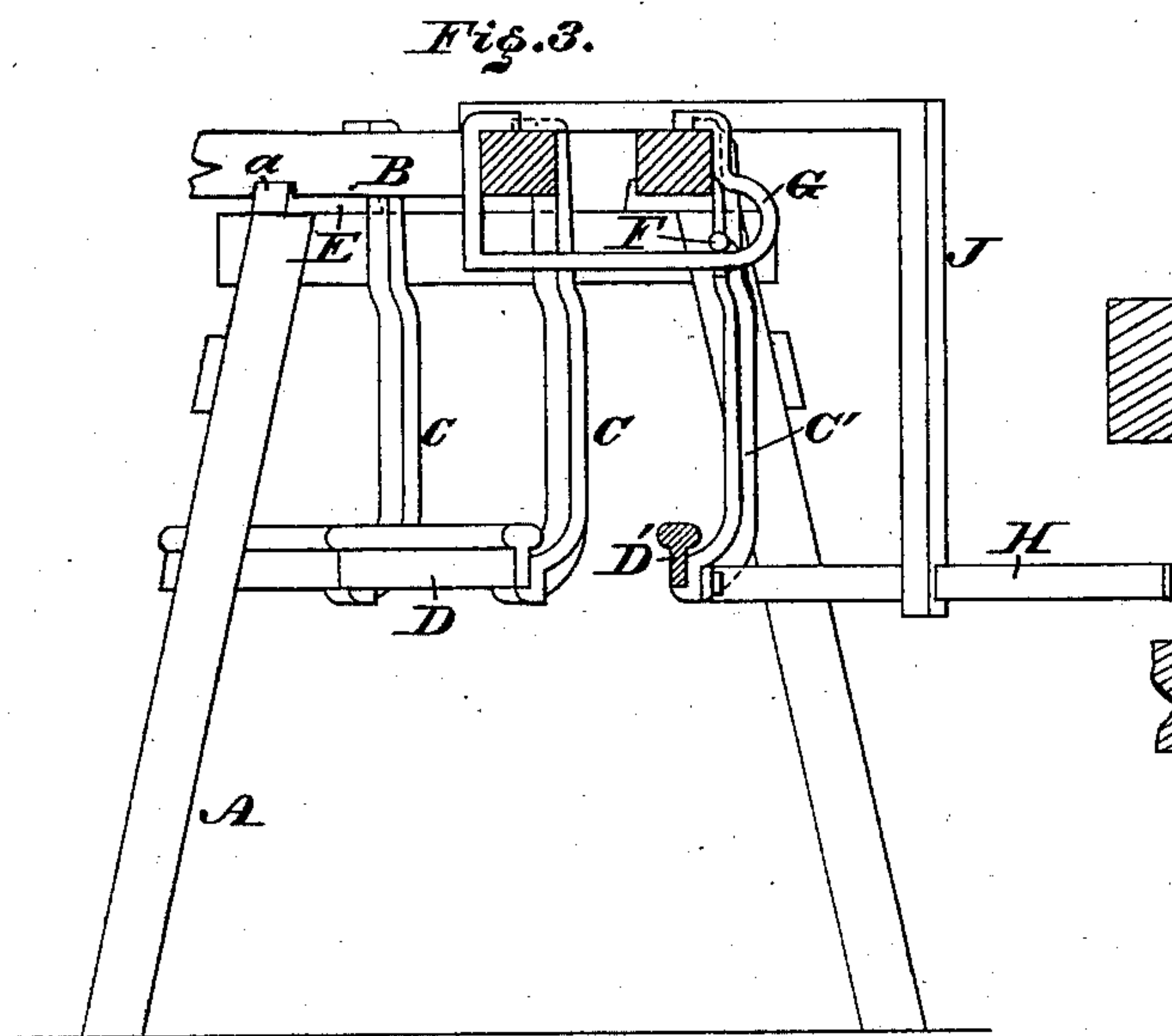
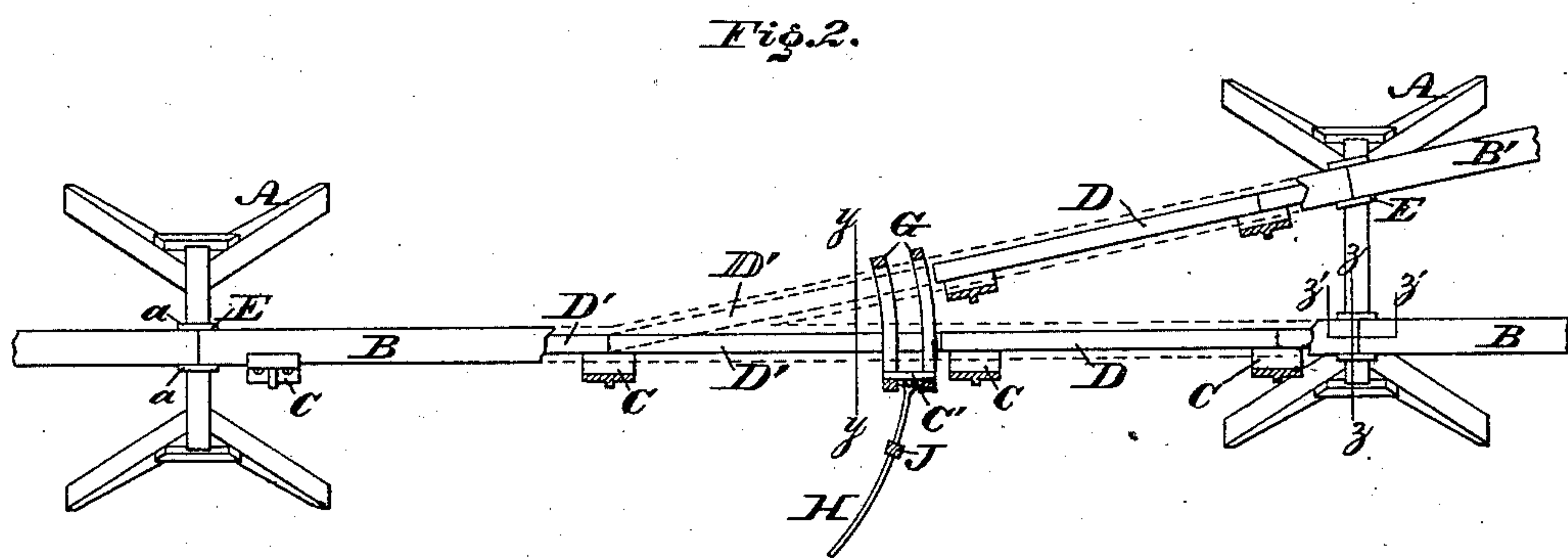
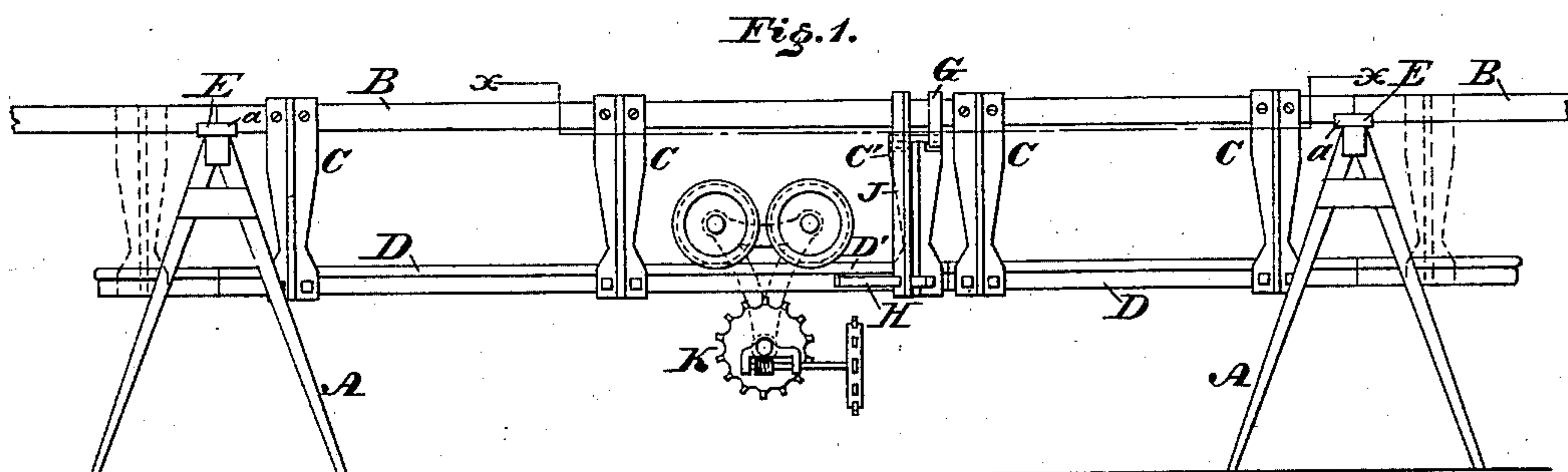
(No Model.)

B. S. CURTIS & J. A. COOK.

PORTABLE ELEVATED RAILROAD.

No. 285,116.

Patented Sept. 18, 1883.



WITNESSES:

R. P. Grant,
A. F. Fiches

INVENTORS:

Benjamin S. Curtis
John A. Cook,
BY John A. Diederichsen, ATTORNEY.

UNITED STATES PATENT OFFICE.

BENJAMIN S. CURTIS AND JOHN A. COOK, OF CAPE MAY, NEW JERSEY.

PORTABLE ELEVATED RAILROAD.

SPECIFICATION forming part of Letters Patent No. 285,116, dated September 18, 1883.

Application filed April 17, 1883. (No model.)

To all whom it may concern:

Be it known that we, BENJAMIN S. CURTIS and JOHN A. COOK, both citizens of the United States, residing at Cape May city, in the county of Cape May, State of New Jersey, have invented a new and useful Improvement in Portable Elevated Railroads, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a side elevation of a portable elevated road embodying our invention. Fig. 2 is a top view thereof, partly sectional, in line *xx*, Fig. 1. Fig. 3 is a vertical section, enlarged, in line *yy*, Fig. 2. Fig. 4 is vertical section, enlarged, of the portion in line *zz*, Fig. 2. Fig. 5 is a vertical section, enlarged, of the portion in line *z'z'*, Fig. 2.

Similar letters of reference indicate corresponding parts in the several figures.

Our invention consists of a portable elevated road more especially designed for plantations, fields, mines, &c., the same being adapted to be easily set up, possess strength in use, and be readily taken down. Provision is made for securely connecting the supporting-beams to the trestles and switching from one track to another, as will be hereinafter set forth.

Referring to the drawings, A represents trestles, which are formed of strong material, and B represents beams which are sustained thereon.

C represents hangers, which are secured at top to a beam, B, and have connected to their lower ends the rail D, said rail, beam, and hangers forming a section, the number of sections employed being in accordance with the length of the road.

E represents a detachable coupling for adjacent sections, the same consisting of a piece of metal having flanged sides *a a*, a downwardly-projecting stud, *b*, on its bottom, and two upwardly-projecting studs, *c*, on its upper face.

In the top of the cross-beam of each trestle A is an opening, *d*, to receive the stud *b*, and on the under side of each beam B, near the end thereof, is an opening, *e*, for the reception of one of the studs *c*. It now being seen that the coupling is securely connected with the trestle by means of the stud *b*, adjacent beams are coupled by the studs *c c*, and

the sides of said beams, at the joint thereof, are embraced by the flanged sides of the coupling, whereby the beams are firmly coupled and prevented from lateral displacement, and the rails accordingly securely sustained, it being evident that the road may be easily set up and taken down, which are desirable features in portable elevated roads.

Where a switch is provided, the switch-rail D' is attached to a movable hanger, C', whose upper end is formed with a head or laterally-projecting lips F, whereby said hanger may be sustained on a support, G, and slide thereon, said support extending horizontally and transversely, and depending from the beam B of the main track, and beam B' of the siding or crossing, to which it is bolted.

To the hanger C' or switch-rail D' is attached an arm, H, which acts as a handle for operating the switch, and is fitted in a guide, J, which is secured to the beams B B'.

It is evident that the switch-rail may be readily moved to open or close the switch, and in either position is firmly sustained by the hanger C', support G, and beams B B'. The trestles are properly braced to possess the necessary strength, and made flaring below, so as to have broad bases. They may be readily shifted from place to place, and are sufficiently wide to permit change of direction of the road, and support the beam for a single track or a single track and siding, on either of which the traveler K may be readily run, the said traveler also acting as a hoist.

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

1. In a portable elevated railroad, longitudinal beams and rails arranged in sections, and hangers whereby said rails are suspended from said beams, in combination with trestles arranged under the joints of said beam-sections, and detachable couplings, each coupling being attached to the top of a trestle and to the proximate parts of two beam-sections, substantially as set forth.

2. In an elevated railroad, a coupling, E, formed with a downwardly-projecting stud, *b*, two upwardly-projecting studs, *c*, and flanged sides *a*, in combination with a trestle having an opening to receive said stud *b*, and rail-supporting beams, each having an opening

near its end to receive one of the studs *c*, the sides of adjacent beams at their joint being embraced by the flanged sides *a*, substantially as and for the purpose set forth.

5 3. The sectional beams B, trestles A, and their detachable couplings, in combination with hangers C and main rails D, suspended from said beams, the supports G, attached to said beams, the switch-rails D', and the hang-
10 ers C', which travel in supports G and suspend said switch-rails, substantially as set forth.

4. A main elevated or overhead track, in combination with branch tracks, a switch, and a traveler adapted to run upon said track, substantially as and for the purpose set forth. 15

BENJAMIN S. CURTIS.
JOHN A. COOK.

Witnesses:

ROBT. S. HAND,
WILLIAM ELWELL.