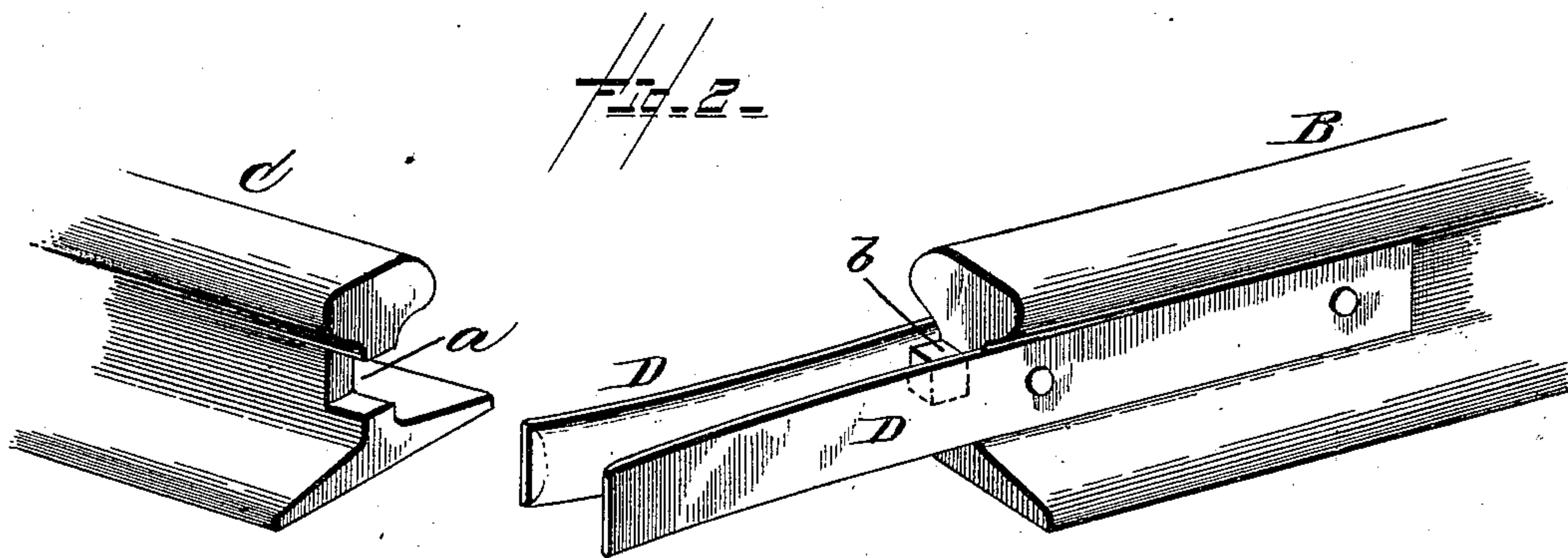
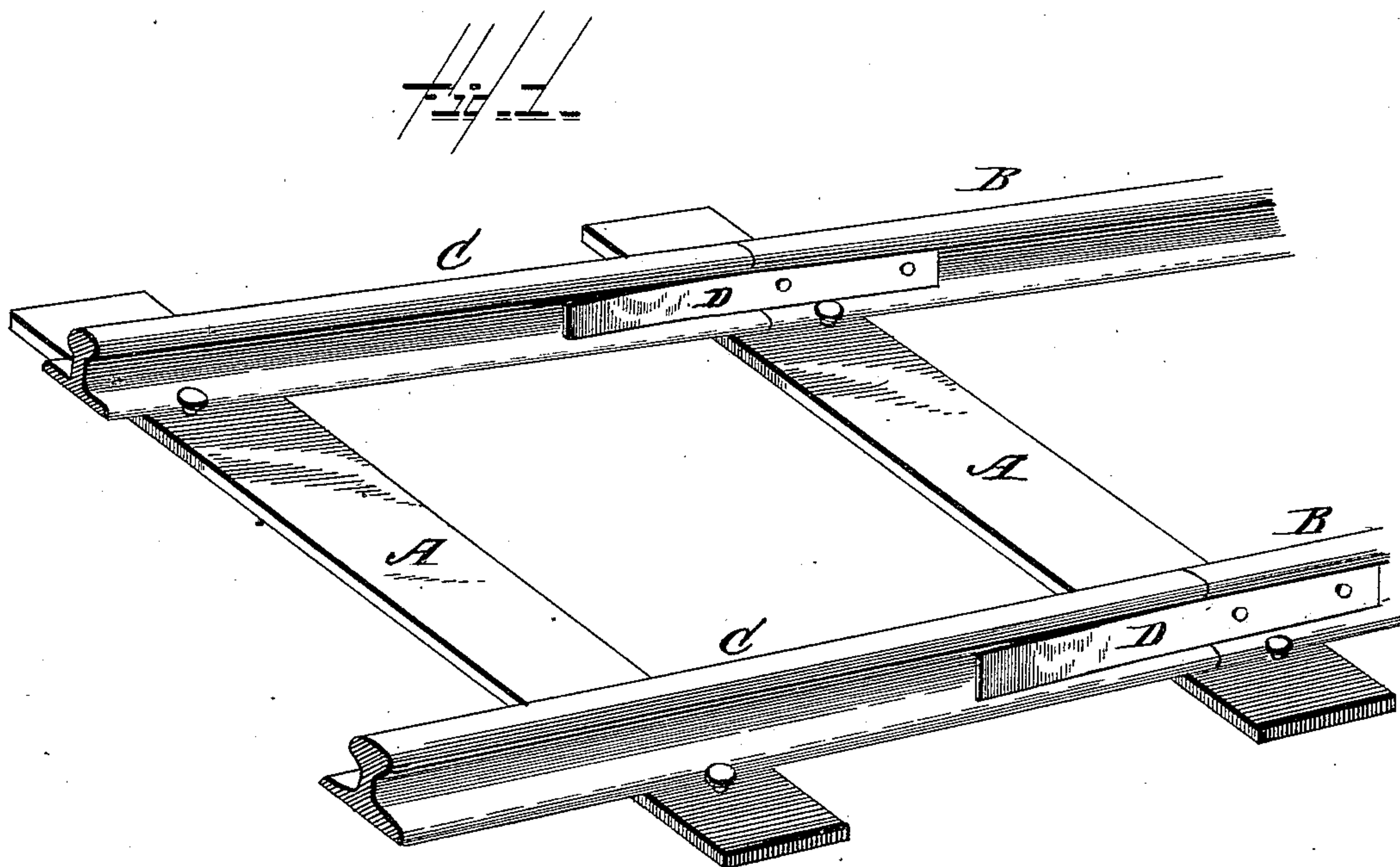


(No Model.)

E. L. STREAM.
PORTABLE RAILWAY.

No. 426,877.

Patented Apr. 29, 1890.



Witnesses

Albert Speiden
C. or. Leath

Inventor

Edgar L. Stream

By *his* Attorney

Chas. H. Fowler

UNITED STATES PATENT OFFICE.

EDGAR LOUIS STREAM, OF NEW ORLEANS, LOUISIANA.

PORTABLE RAILWAY.

SPECIFICATION forming part of Letters Patent No. 426,877, dated April 29, 1890.

Application filed April 26, 1889. Renewed March 22, 1890. Serial No. 344,986. (No model.)

To all whom it may concern:

Be it known that I, EDGAR LOUIS STREAM, a citizen of the United States, residing at New Orleans, in the parish of Orleans and State of Louisiana, have invented certain new and useful Improvements in Portable Railways; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters of reference marked thereon.

Figure 1 of the drawings is a perspective view of a portion of a portable railroad-track constructed in accordance with my invention, and Fig. 2 a detail view in perspective showing the two adjoining sections of the rail separated from each other.

The present invention has relation to that class of portable railroad-tracks designed especially for use upon sugar-plantations for transporting the cane from the field to the mill; and the object of the invention is to improve the construction of such railroad-track whereby the several adjoining sections of rail are both securely and quickly connected together and as readily disconnected and separated for removing to another part of the field. These objects are attained by the construction substantially as shown in the drawings, and hereinafter described and claimed.

In the accompanying drawings, A represents the cross ties or bars, and B C the two adjoining sections of rail, connected together in a manner hereinafter described.

The cross ties or bars A are of metal, and may be of any suitable form and construction best adapted to the purpose, and connected thereto by any desirable means are the two sections of the rails, forming together the sides of the track.

The coupling-ends of the rail-sections B extend across the tie or bar A only part way, so that when the adjoining end of the rail-section C is connected thereto the tie or bar will form a support for both the adjoining ends of the two rail-sections, thereby forming a more rigid track and a firmer joint at the point of connection of the several rail-sections.

The coupling end of the rail-section C is

formed with a notch *a*, to correspond in form and shape to a tongue *b* on the end of the rail-section B, so that when the two sections B C are brought together the tongue will engage with the notch to assist in supporting the meeting ends of the rail-sections. The tongue may be either formed on the end of the rail-section or connected to or cast with one or both of the coupling-plates D, which plates are riveted or otherwise connected to the side of the rail-sections, and are preferably curved outward at their free ends and are of sufficient length to project far enough beyond the end of the rail-section to come against the side of the meeting rail-section and form a coupling for the joint.

The coupling plate or plates are preferably of wrought-iron or of steel, and it is not essential that two of these plates be used, as one upon the outer side of each rail-section in connection with the tongue and notch would suffice to securely connect the two meeting rail-sections together and prevent them from either raising or lowering at the joint.

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

1. The combination, with two adjoining rail-sections constructed and arranged to interlock, of a spring-plate attached to one rail and overlapping the joint between the two rails and bearing against the web of the other rail, substantially as described.

2. The combination, with two adjoining rail-sections formed with provisions for interlocking, of spring coupling-plates attached at one end to one of the rails and the free ends curved and arranged to overlap the joint between the two rails and bearing upon opposite sides of the web of the other rail, substantially as shown and described.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

EDGAR LOUIS STREAM.

Witnesses:

JOHN I. BARNETT,

H. L. LOOMIS, Jr.