978,582.

W. H. HARRIS.

PORTABLE TRACK.

APPLICATION FILED AUG. 16, 1909.

Patented Dec. 13, 1910.

2 SHEETS—SHEET 1.

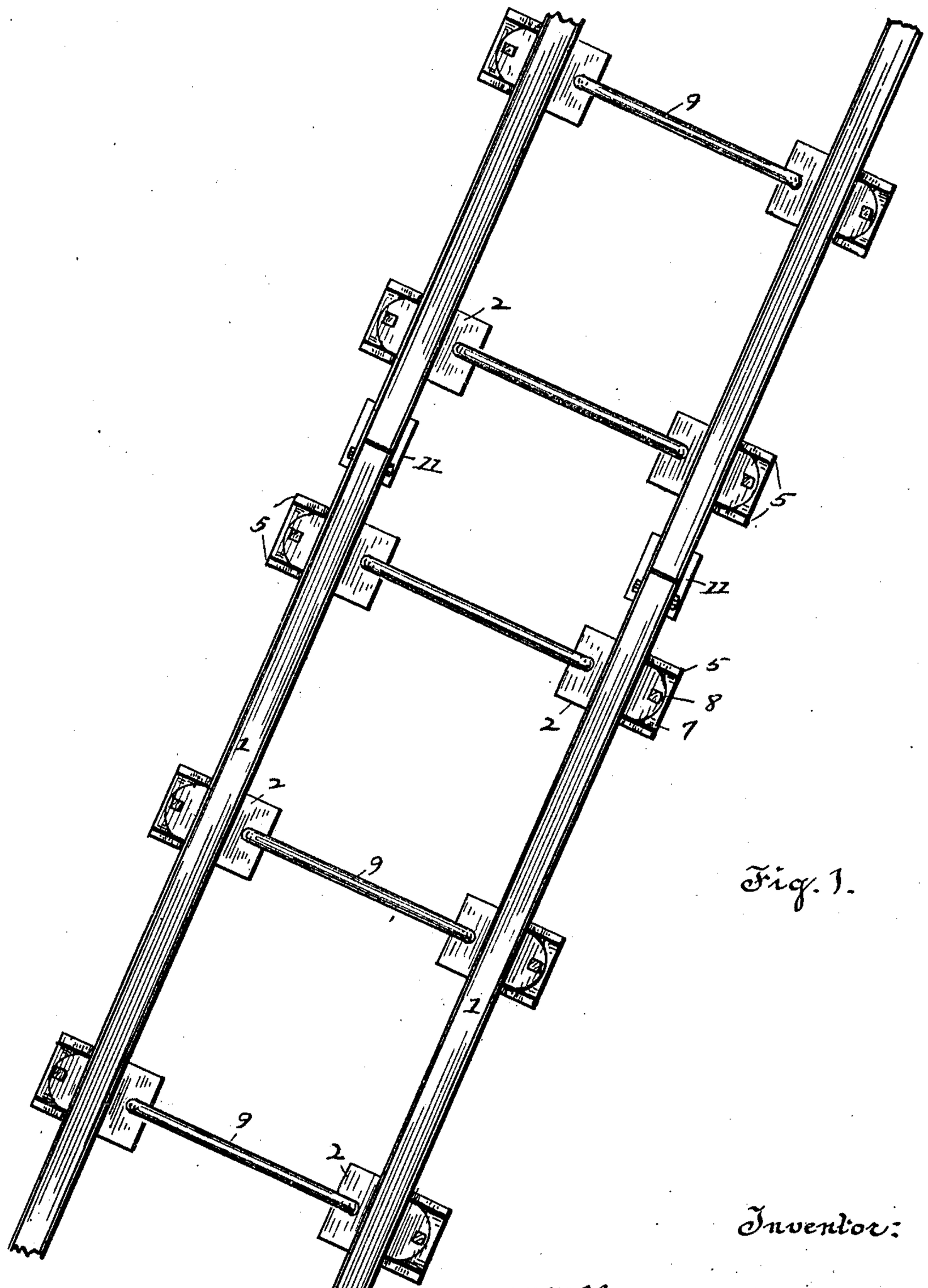

Fig. 1.

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B. G. Richards

Inventor:

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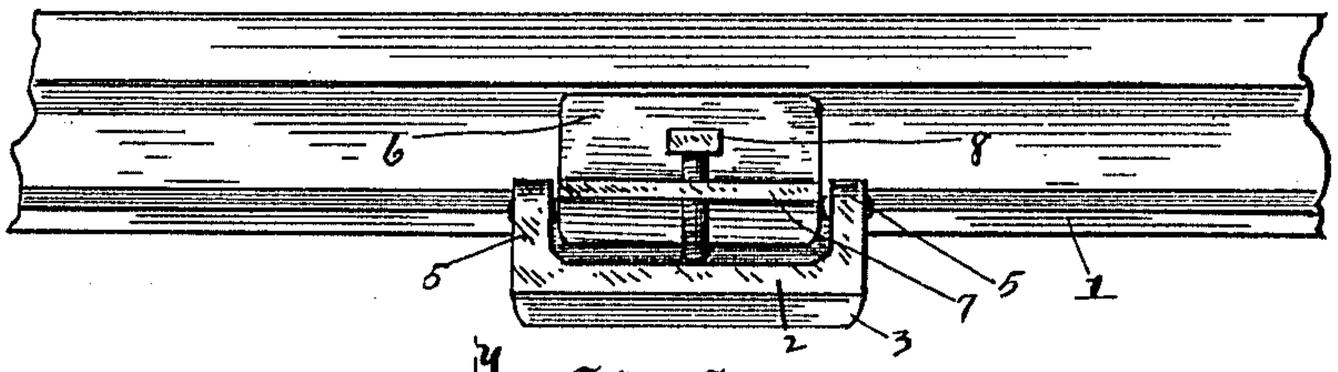

Fig. 3.

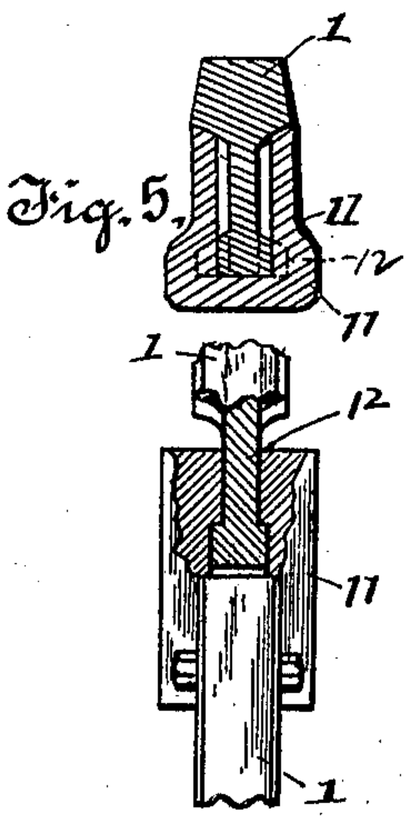

Fig. 5.

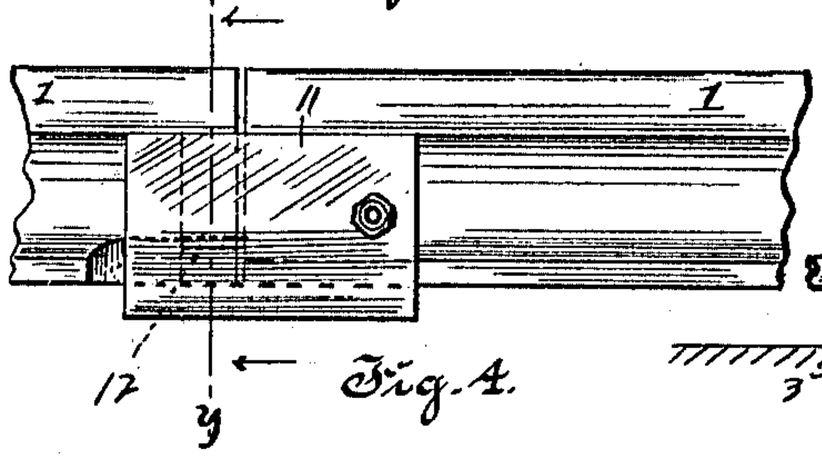

Fig. 4.

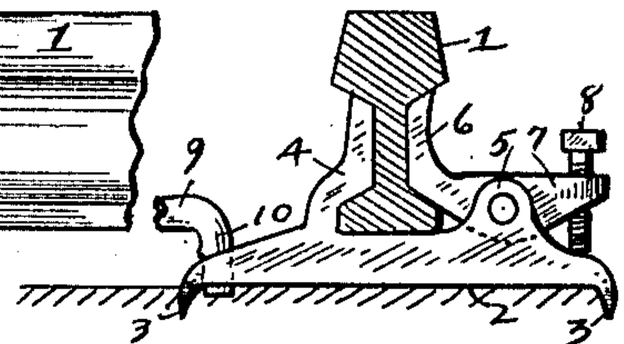

Fig. 2.

Fig. 6.

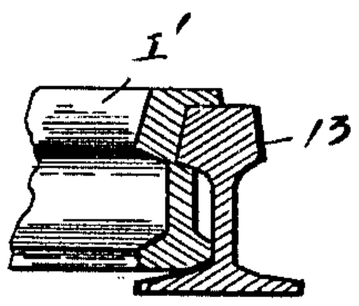

Fig. 8.

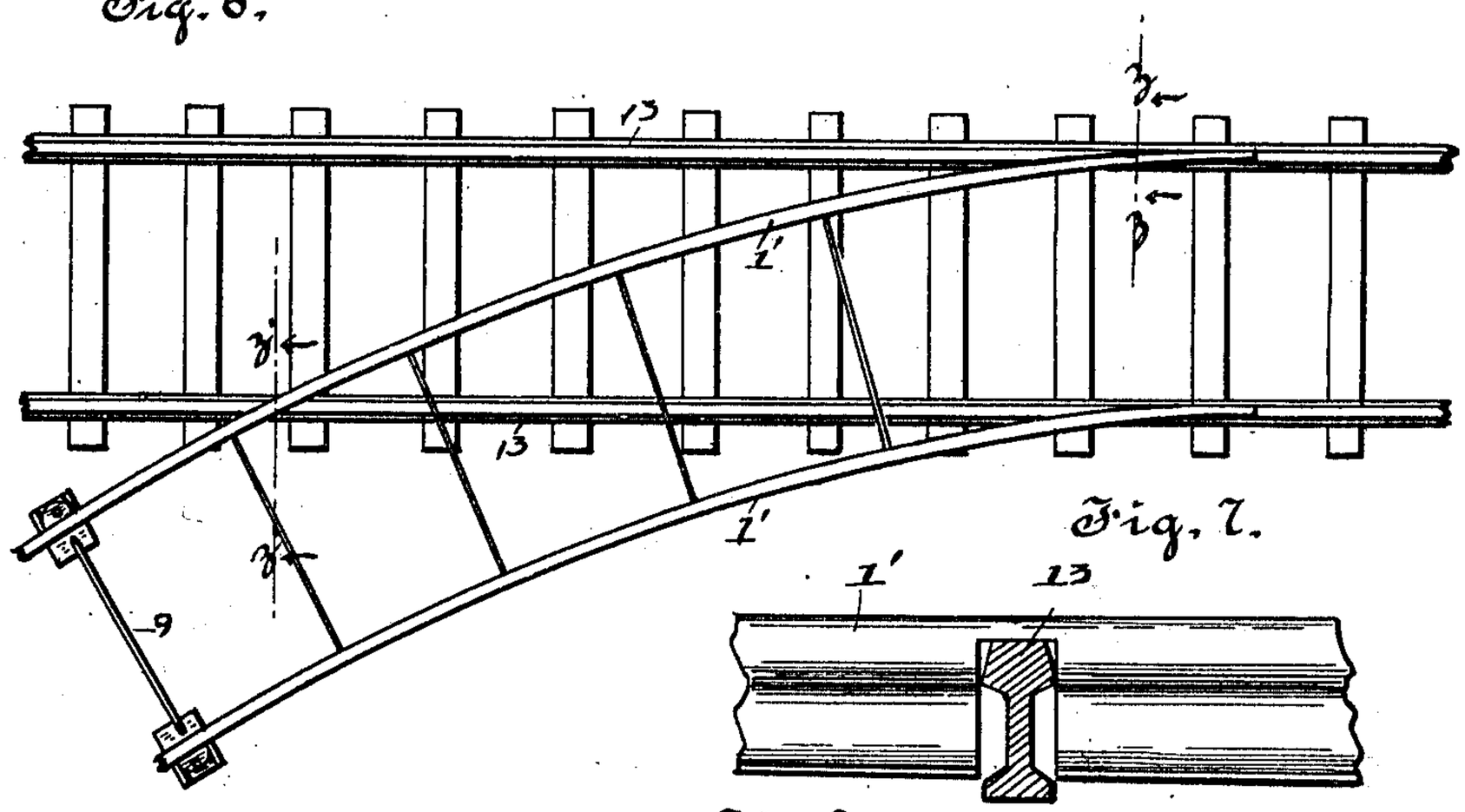

Fig. 7.

Fig. 9.

Witnesses:

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UNITED STATES PATENT OFFICE.

WILLIAM H. HARRIS, OF GLADSTONE, TERRITORY OF NEW MEXICO.

PORTABLE TRACK.

978,582. Specification of Letters Patent. Patented Dec. 13, 1910.

Application filed August 16, 1909. Serial No. 513,098.

To all whom it may concern:

Be it known that I, WILLIAM H. HARRIS, a citizen of the United States, residing at Gladstone, county of Union, and Territory of New Mexico, have invented certain new and useful Improvements in Portable Tracks, of which the following is a specification.

My invention relates to improvements in portable tracks especially adapted for use in conjunction with excavating machines and has for its purpose the production of a track in detachable section which may be readily detached and put together.

My invention consists in the combination and arrangement of parts hereinafter described and claimed.

My invention will be best understood by reference to the accompanying drawings forming a part of this specification, and in which,

Figure 1 is a top plan view of a track embodying my invention, Fig. 2, an enlarged sectional detail of a rail securing block, Fig. 3, a side view of Fig. 2, Fig. 4, an enlarged side view of a joint between two rails; Fig. 5, a section on line *y—y* of Fig. 4, Fig. 6, a top plan view partially in section of Fig. 4, Fig. 7, a top plan view of a switch connection with a main railroad track, Fig. 8, an enlarged section on line *z—z* of Fig. 7, and Fig. 9, an enlarged section on line *z' z'* of Fig. 7.

The track is made up of rail sections 1 supported on shoes or blocks 2 adapted to rest on the ground. The outer and inner edges 3 of the blocks 2 are turned down as shown in Fig. 2 to form projections adapted to enter the ground and prevent sidewise displacements of said block. A clamping member 4 adapted to embrace one side of the flange and web of the rail 1 is formed integral with the top of block 2 and lugs 5 are provided on the other side of the top of block 2 for pivoting a clamping member 6 adapted to embrace the other side of the flange and web of rail 1. An arm 7 is provided on clamping member 6 and a set screw 8 is threaded therein and bears upon the top of block 2 so as to serve as a means for forcing clamping member 6 against rail 1 or releasing the same. Cross bars 9 having downwardly turned ends 10 adapted to fit into notches in blocks 2 are provided for holding the rail sections from spreading. By this construction it will be seen that the rail sections may be readily secured to or detached from blocks 2; that said blocks will securely hold said rails in position and that cross bars 9 will prevent spreading of said rails.

One end of each rail section is provided with a shoe 11 having a socket therein and substantially T-shaped in cross section. The end of the connecting rail section is provided with a substantially T-shaped projection 12 adapted to fit into said socket and secure the two rail sections together. This furnishes a rigid joint between rail sections 1 which may be readily detached or put together. It is intended that the track so formed shall be connected with the main line of a railroad to facilitate the running of rolling stock such as an excavating machine onto or off of said railroad. In Figs. 7, 8 and 9 I illustrate a form of switch adapted for use in this purpose in conjunction with the track above set forth. To effect this I notch the curved ends of rail sections 1' to fit over railroad tracks 13 as illustrated in Figs. 7 and 8. The notches are so shaped that the rail sections 1' approach closer and closer to the railroad tracks 13 until said sections practically merge therewith. At the joint where the outer rail section 1' crosses one of the tracks 13, said rail section is notched to receive said railroad track as illustrated in Fig. 8. By this arrangement it will be seen that this switch may be readily applied or removed from a railroad track and that when in position and connected with rail sections 1 an excavating machine or other rolling stock may be readily run on or off of said railroad.

While I have illustrated and described the preferred construction for carrying my invention into effect this may be modified or varied without departing from the spirit of my invention. I, therefore, do not wish to be limited to the exact details of construction set forth but wish to avail myself of such variations and modifications as come within the scope of the appended claims.

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

1. In a track, the combination with rail sections, of a block adapted to rest upon the ground; and provided with projections on its outer and inner edges adapted to enter the ground; a clamping member rigidly secured to said block and adapted to embrace the flange of a rail section on one side; a

clamping member pivoted to said block and adapted to embrace the flange of a rail section on the other side; an arm on said pivoted clamping member; and a set screw mounted in said arm to contact with said block and force said clamping member against said rail section, substantially as described.

2. In a track, the combination with rail sections of a block adapted to rest upon the ground; a clamping member rigidly secured to said block and adapted to embrace the rail flange on one side; an L-shaped clamping member pivoted to said block adjacent the other side of the rail flange; and having one arm adapted to engage the rail flange; and a set-screw threaded in the other arm and contacting with said block, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

WILLIAM H. HARRIS.

Witnesses:

EDNA M. SMITH,

JOHN DAVIS.