

No. 816,004.

PATENTED MAR. 27, 1906.

J. T. COCHRAN.
SUPPORTING DEVICE FOR RAILWAY TRACKS.
APPLICATION FILED JAN. 2, 1906.

Fig. 1.

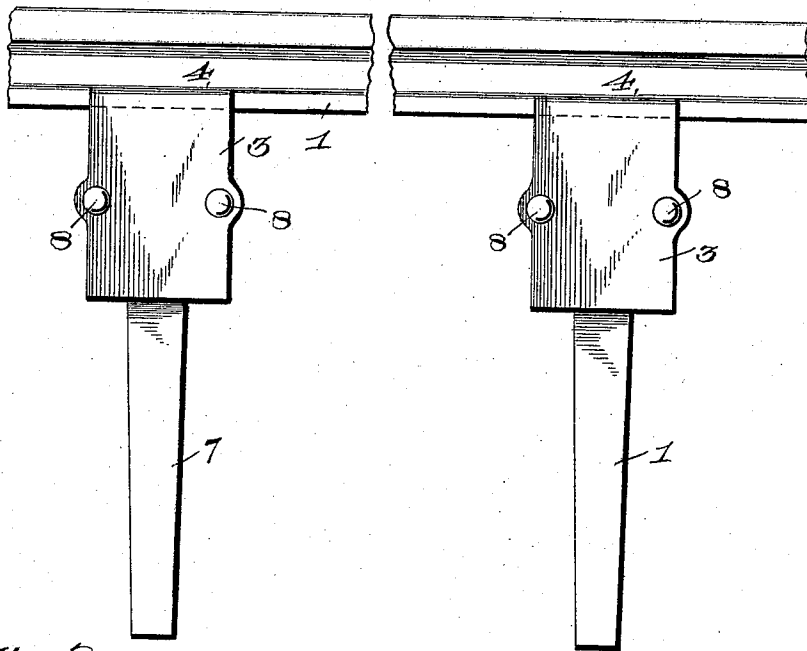


Fig. 2.

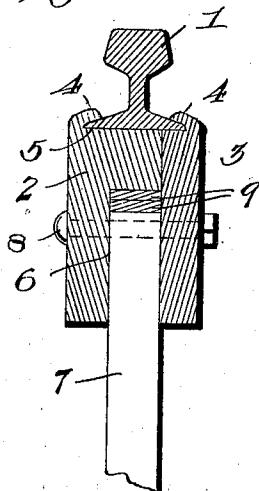
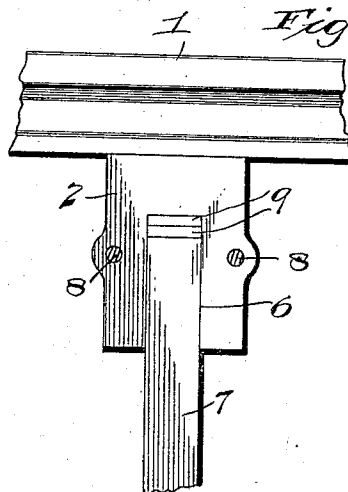


Fig. 3.



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UNITED STATES PATENT OFFICE.

JAMES T. COCHRAN, OF SYLACAUGA, ALABAMA, ASSIGNOR OF ONE-HALF
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SUPPORTING DEVICE FOR RAILWAY-TRACKS.

No. 816,004.

Specification of Letters Patent.

Patented March 27, 1906.

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To all whom it may concern:

Be it known that I, JAMES T. COCHRAN, a citizen of the United States, residing at Sylacauga, in the county of Talladega and State of Alabama, have invented new and useful Improvements in Supporting Devices for Railway-Tracks, of which the following is a specification.

This invention relates to a portable and economical foundation or support for the rails of a railway-track, and especially adapted for use with tracks that have to be frequently moved from one position to another, as in marble quarries utilizing portable drills.

The primary object of the invention is to provide means for supporting rails in parallel relation, that may be readily set up or disposed in proper position for holding the rails, and to overcome the necessity of using ties or other cross supporting devices now commonly employed for holding rails.

After the rails are disposed in the supports embodying the features of the invention it is proposed at times and where found necessary to connect such rails by braces; but this is an obvious expedient and well known in the art of track-laying.

The invention consists in the construction and arrangement of parts which will be more fully hereinafter set forth.

In the drawings, Figure 1 is a side elevation of a track-rail, showing the improved supporting means applied thereto. Fig. 2 is a transverse vertical section through one of the supporting devices. Fig. 3 is a side elevation of a portion of a rail and illustrating a longitudinal section of the supporting means, the section being taken directly through the joint of the two members of such supporting means.

Similar numerals of reference are employed to indicate corresponding parts in the several views.

The numeral 1 designates the usual track-rail, which is engaged by the improved supporting means or pillow. This supporting means or pillow comprises a head made up of two members 2 and 3, the member 2 being properly termed the "socket" member and larger than the member 3 and the latter member serving as a closure to cooperate with the member 2. Each of the members 2 and 3 has an upwardly-inturned flange or

keeper 4, the flanges when the two members are assembled forming a seat 5 for the base of the rail. The member 2 of the head has a socket 6, extending upwardly therein to and opening out through the bottom thereof and also outwardly through the inner side of said member, the inner open side of the socket being closed by the member 3 when the two members are assembled, as clearly shown by Fig. 2. The socket 6 is located centrally with respect to the members of the head, and removably fitted therein is a post 7, which may be varied in length, or, in other words, posts of different lengths may be inserted in the heads of the several supporting-pillows used to accommodate the necessary rigidity of support for the track-rails and also the character of the ground or other material into which the posts are projected.

The two members 2 and 3 of the head are coupled by nutted bolts 8, disposed on opposite sides of the center and operating to firmly secure the members 2 and 3 together and hold the post 7 firmly within the socket 6. In order to prevent wear directly from the upper terminal of the socket 6, space-strips 9 of suitable material are inserted in the socket and engaged by the upper end of the post, these strips being freely insertible and removable from the inner open side of the socket. These space-strips 9 also serve to project the posts 7 varying distances from the head, and the number of said strips may be increased or decreased, as desired.

The members 2 and 3 and the posts 7 are disposed at regular intervals to receive the rails and at such transverse distances apart as to accommodate the gage of the track required. The posts 7 are embedded in the ground, the latter being first prepared for this purpose, and the bases of the rails are first rested on the upper end of the member 2 under the flange 4 thereof and the member 3 afterward applied and secured by the nutted bolts, the two flanges 4 of the members when the said members are assembled firmly holding the bases of the rails in the seats 5. At any time desired the nutted bolts 8 may be detached to remove the rails and transferred to some other point and set up, as just explained.

The improved supporting means will be found exceptionally convenient and useful

for the purpose for which they have been devised, and in their construction suitable material will be used to render them durable.

Having thus fully described the invention,
5 what is claimed as new is—

1. In a supporting device of the class set forth, the combination of a head composed of two members, one of which has a socket opening out through the bottom and one side
10 thereof and an upper inwardly-projecting flange and the other forming a closure for said socket and also having an inwardly-projecting flange at its upper extremity, a post removably mounted in the socket, and securing
15 means for the two members.

2. In a supporting device of the class set forth, the combination of a head composed of two members, one of which has a socket there-

in opening through the lower end and inner side thereof and the other forming a closure 20 for the inner portion of said socket, both members having inwardly-projecting flanges at their upper extremities, separate pieces inserted in the socket and bearing against the upper end of the latter, a post removably 25 disposed in the socket, and transversely-extending pairs of connecting-bolts inserted through both members on opposite sides of the socket.

In testimony whereof I affix my signature 30 in presence of two witnesses.

JAMES T. COCHRAN.

Witnesses:

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COLEMAN COWETT.