April 8, 1930. G. D. BALDWIN 1,753,327

INDUSTRIAL RAILWAY TRACK

Filed April 23, 1929

Fig. 1.

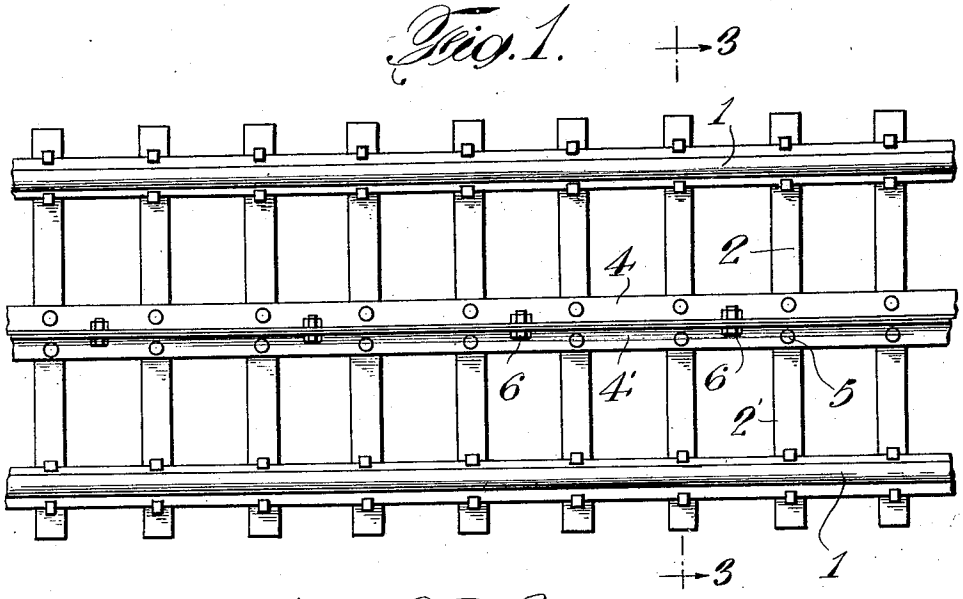


Fig. 2.

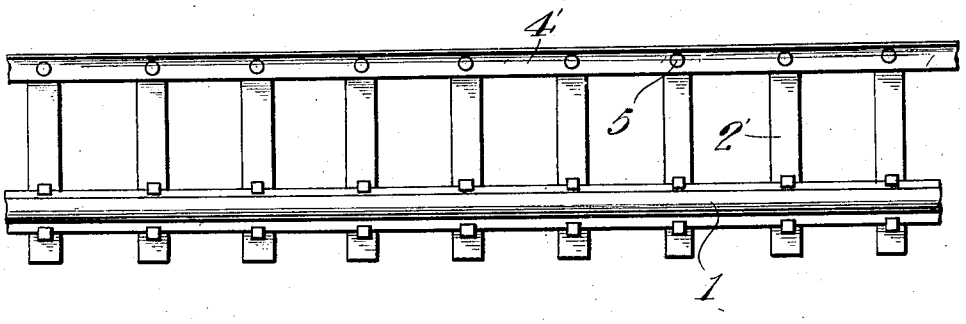


Fig. 3.

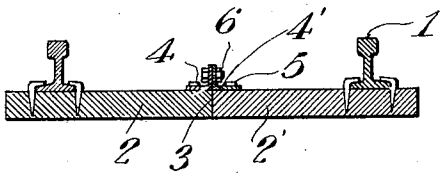
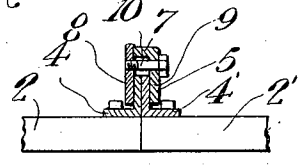


Fig. 4.



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By his Attorneys

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UNITED STATES PATENT OFFICE

GEORGE D. BALDWIN, OF NEW YORK, N. Y.

INDUSTRIAL RAILWAY TRACK

Application filed April 23, 1929. Serial No. 357,366.

My invention relates to improvements in railroad tracks and, in particular, to improvements in industrial railroad tracks by which moving and relaying are facilitated.

In industrial railway plants it is often necessary to lay out railroad spurs to many different parts of the plant in order to accomplish the movement of material, machinery and products. Due to changing conditions and abandonment or construction of new equipment and buildings, it is often necessary to move the railroad tracks at frequent intervals. Formerly, this movement and relaying have been a laborious and slow process, necessitating a great amount of labor and time with the result that it is very expensive. Under the former methods it was necessary to remove the spikes and rails from the ties, dig up the ties and then relay them in the desired position. In relaying the track in this manner it is necessary to again carefully line the ties then line and gauge the rails and refasten the rails to the ties with spikes. Both of these processes require large gangs of laborers and considerable time to complete the process.

Further it will be readily seen that by frequently removing the spikes from the ties and again respiking the rails to the ties in their new position, the ties become useless in a short time due to the resulting mutilation of the wood. This necessitates the replacement of the ties with new ones. This then adds a large expense to the cost of the relaying of tracks.

One of the primary objects of my invention is to eliminate the disadvantages stated above. A further object is to make a track which is easily and simply moved in a short period of time with little labor. Another object is to obtain a rigid simple structure which may be laid and moved many times and also a structure in which the separate parts are adapted to fit together with any other part of a similar structure. Further objects and advantages of my invention will appear in the following description and drawings in which :—

Figure 1 is an assembled plan view of my apparatus;

Figure 2 is a plan view of a section of my apparatus;

Figure 3 is a cross section taken at 3—3 of Figure 1; and

Figure 4 is a modifiation of a fastening element of my structure.

Referring more particularly to the drawings, in which like reference characters represent like parts, rails 1 of the conventional type are fastened to the ties 2 and 2′. These ties do not each extend completely across the spaced rails, but extend only to the middle portion between the rails 1 as shown at 3, Fig. 3, thus acting as short separate ties 2 and 2′ under each rail. The ends of the ties 2 between the rails are fastened together by means of a longitudinally extending angle iron 4. Similarly the ends of the ties 2′ are fastened together by means of a longitudinally extending angle iron 4′. These angle irons extend parallel with the rails 1 and are fastened to the ties by means of spikes or other fastenings 5 as shown. The flat vertical sides of the angle irons 4 and 4′ are fastened together by means of the bolts 6. These bolts may be spaced at any desired interval and need not be placed in relation to the position of the ties.

In Figure 4 I have disclosed a modified form of fastening element by which the longitudinally extending angle irons 4 and 4′ may be held together. This fastening element consists of a clamp 7, the two sides of which, 8 and 9, pass down over the vertical sides of the abuting angle irons 4 and 4′. These two clamps are held together by means of a bolt 10.

In using my type of track the sections as shown in Figure 2 may be made up at some point distant from the place in which the track is to be used or it is of such a simple structure that it may be made up at the point of use. The structure may be easily carried into place and laid so that the vertical faces of the angle irons 4 and 4′ correspond and abut. The bolts 6 may then be put into place drawing the two vertical faces snugly together. The result is an exceeding rigid and rugged structure.

If it is desired to move and relay this track it is only necessary to unfasten the bolts 6 and lift the sections as shown in Figure 2 to

the desired new position, placing two sections side by side and rebolt. Due to the angle irons 4 and 4′ running along the ends of the ties 2 and 2′ and parallel with the rails 1, there is no chance for the ties to become loosened from the rails due to a pivoting action. On the contrary, a section, as shown in Figure 2 of my track, is in itself a rigid structural unit. Further it can be seen that the position of the angle irons 4 and 4′ and connecting bolts 6 is such that they are easily accessible to fasten or unfasten inasmuch as they are positioned above the ties. This feature also tends to keep the connecting bolts 6 or clamp 7 from corroding due to continuous contact with the ground, and thus allows easy manipulation at all times.

The clamp 7 may be preferred as a fastener inasmuch as with this type of arrangement it is unnecessary to have holes in the vertical faces of the angle irons 4 and 4′, and also eliminates the necessity of making the holes in the opposite angle irons coincide in the laying of my track. However, in using the bolts 8 the angle irons 4 and 4′ may be drilled with bolt holes in many places to facilitate the coinciding of holes in opposite faces so that the bolts may be passed through.

It is unnecessary in using my track to have large gangs of laborers to lay, move and relay a track as is necessary in using the old type of structure.

It is obvious to those skilled in the art that there are many modifications of my structure. For example, it is not necessary that the ends of the ties 2 and 2′ should meet, but may on the other hand be placed such that the opposite ties alternate. The members connecting the inner ends of the ties may be of the angle iron type shown in the drawing, but they may be positioned so that they fit over the ends of the ties and may be fastened together by clamps extending over their outer edges. Also the angle irons 4 and 4′ may be a U, I or other type of beam structure. Therefore, I do not wish to be limited by my specification and drawings, but only by the prior art and the appended claims.

What I claim is:

1. In a railway track a longitudinal section comprising a rail, supporting members fastened to said rail, a rigid means connecting the ends of said supporting members and adapted to be fastened to a similar member.

2. A railway track comprising two corresponding sections having rails, abutting rigid means between said rails and parallel to them, supporting members fastened at their outer portion to said rails and at their inner portions to an abutting rigid means, and elements for fastening said abutting rigid means together.

3. A railway track divided longitudinally comprising fastened sections each having a rail, supporting members fastened to said rail, a structural member fastened to the inner ends of said supporting members adapted to fasten and coincide with the structural member in opposite section.

4. In a railway track having longitudinal sections, each comprising a rail, supporting members fastened at their outer portion to said rail, a rigid means fastened to the inner ends of the supporting members, and means for fastening two sections together.

5. In a railway track having longitudinal sections, each section comprising a rail, supporting members fastened to said rail, and an angle iron member fastened to the inner ends of said supporting members and extending parallel with said rail, said member having a vertical face adapted to be fastened to a similar member.

In testimony whereof, I have signed my name to this specification this 22nd day of April, 1929.

GEORGE D. BALDWIN.