Oct. 8, 1929. G. H. WOLFGRAM 1,730,709

RAILROAD GRADE CROSSING UNIT

Filed June 27, 1927

Fig. 1

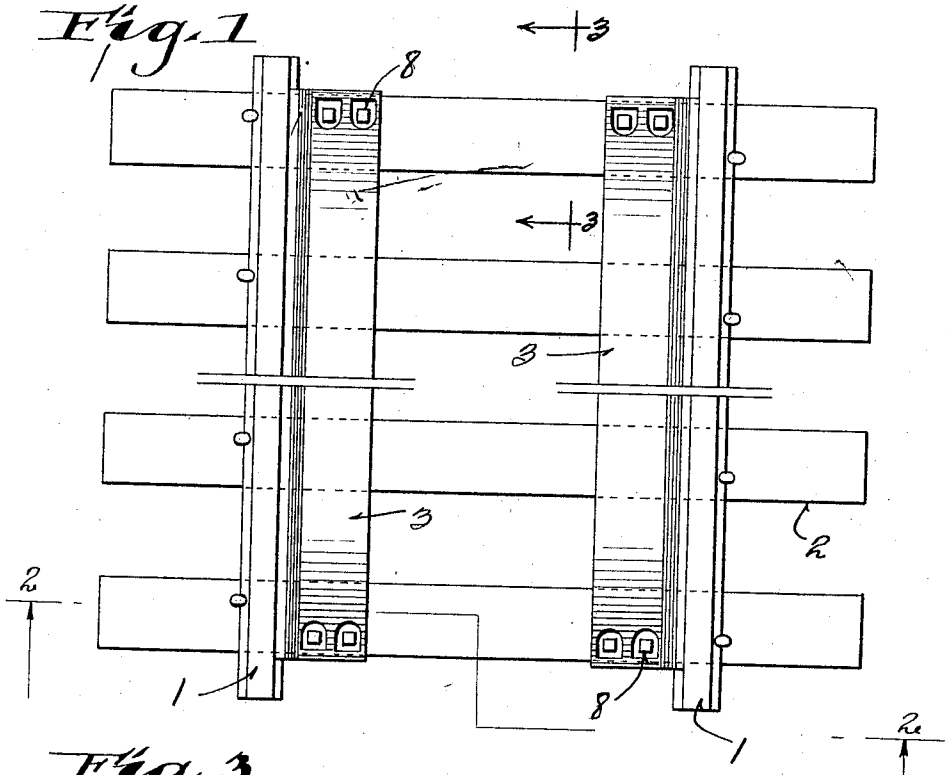


Fig. 3

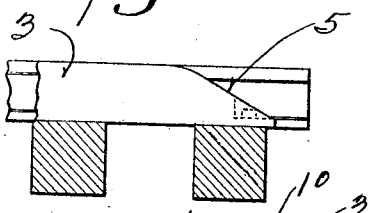
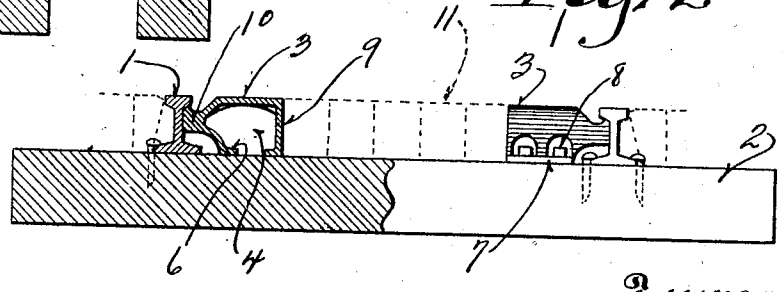


Fig. 2



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UNITED STATES PATENT OFFICE

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RAILROAD-GRADE-CROSSING UNIT

Application filed June 27, 1927. Serial No. 201,694.

This invention relates to railroad grade crossing units.

Objects of this invention are to provide a novel form of railroad grade crossing unit which may be associated with the tracks in a manner to prevent the dropping down of the wheels of a vehicle after it passes the tracks, and to so construct these units that they may be readily installed between the rails without removing either rail and without withdrawing any fasteners of the rail.

An embodiment of the invention is shown in the accompanying drawings in which:

Figure 1 is a plan view of a grade crossing showing the units in place.

Figure 2 is a sectional view on the line 2—2 of Figure 1;

Figure 3 is a sectional view on the line 3—3 of Figure 1.

Referring to the drawings, it will be seen that the rails 1 have been shown as spiked down to cross ties 2 in the usual manner. The units each comprise a roughly rectangular member 3 which is preferably formed of cast iron and has a hollow interior 4, as shown in Figure 2. These units slant upwardly at opposite ends, as indicated by the reference character 5, but present between these slanting portions a long flat surface. They are provided with inturned bearing feet 6 which contact with the cross ties 2, as most clearly shown in Figure 2.

Further, it is to be noted that adjacent the slanting ends the units are provided with lips 7 apertured for the reception of the lag screws or spikes 8, so that they may be readily secured in place and held against shifting.

These units are provided with vertical inner faces 9 and with a forwardly projecting tongue 10 depressed below the top of the unit and contacting with the head and web of the rail 1, as most clearly shown in Figure 2. Thus, the units may be very securely positioned with reference to the rail and, in addition, will leave sufficient room for the flanges of the wheels on the inner sides of the rail.

It is clear that the space between the vertical faces 9 of the units may be filled in any suitable manner by concrete, gravel, or other material, or it may be filled by means of blocks 11.

It is to be noted particularly that it is not necessary to loosen either of the rails or any of the fasteners thereof, as the units do not extend completely across from one rail to the other rail, but are formed of separate members. These separate members do not contact with each other but contact with the inner side of the respective rail. It is clear, therefore, that they may be readily positioned and secured in place, as shown in the drawings, and the space between the units filled in any desired manner.

Further, by having the units of hollow cast iron or similar construction, it is clear that a very long life is attained without having excessive weight and, consequently, without the use of an excessive amount of material.

In addition to this, the point at which the greatest pounding from the wheels of a crossing vehicle occurs, is at the units themselves and this pounding is withstood by the units themselves.

Although the invention has been described in considerable detail, such description is intended as illustrative rather than limiting as the invention may be variously embodied and as the scope of such invention is to be determined as claimed.

I claim:

In a grade crossing, the combination of a pair of rails, a pair of units located between the rails, each unit comprising a substantially rectangular member having a vertical inner face and a substantially long flat surface on the top thereof, said body member being hollow and formed with inwardly turned bearing feet arranged in spaced relation at the lower side thereof, inclined portions at the ends of said body member having a fastening receiving opening therein and a laterally projecting tongue on the side of the body member opposite the vertical face extending into intimate engagement with the web of the rail and having a slightly inclined surface for engaging beneath the head of the rail, and filling means arranged between said units with the upper surface of the filling means in

the same plane as the upper surface of the units.

In testimony that I claim the foregoing I have hereunto set my hand at Milwaukee, in the county of Milwaukee and State of Wisconsin.

GEORGE H. WOLFGRAM.