April 6, 1926. 1,580,035

H. GÜSMER

COVERING FOR RAILWAY TRACK CROSSINGS

Filed Jan. 31, 1924

Fig. 1.

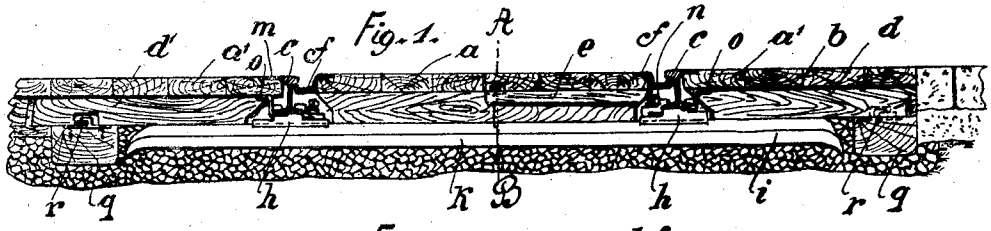


Fig. 2.

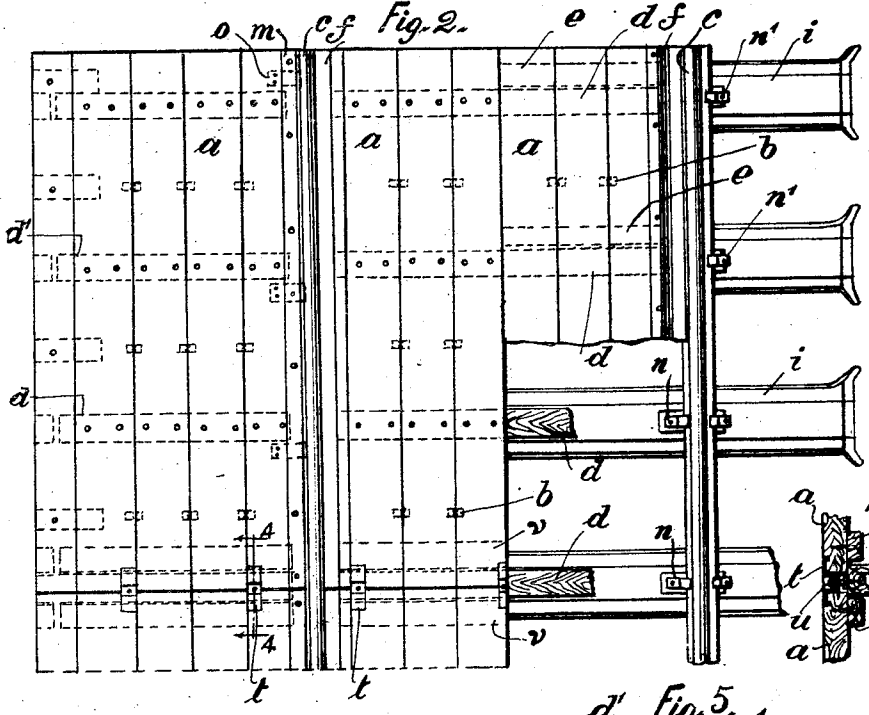


Fig. 3.

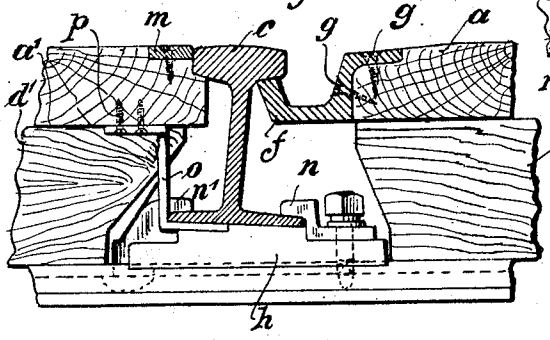


Fig. 5.

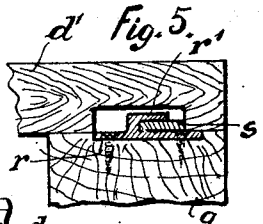
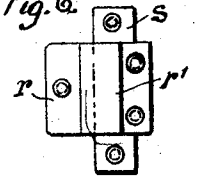


Fig. 6.



Inventor:

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UNITED STATES PATENT OFFICE.

HERMANN GÜSMER, OF ZERNITZ, GERMANY.

COVERING FOR RAILWAY-TRACK CROSSINGS.

Application filed January 31, 1924. Serial No. 689,797.

To all whom it may concern:

Be it known that I, HERMANN GÜSMER, a citizen of the German Republic, and resident of Zernitz, Germany, have invented a new and useful Improved Covering for Railway-Track Crossings, of which the following is a specification.

The railway-track crossings made of paving or broken stone ballast suffer from the drawback that the track bed is easily choked up with mud, whereby the members forming the permanent way are exposed to quick wear and tear. In my improved crossing planks are used which are connected with each other and with a special understructure in such a manner that they can be easily removed and exchanged, as is fully described hereinafter in connection with the accompanying drawing in which the invention is illustrated by way of example. Figure 1 is a vertical cross section through the crossing; Figure 2 is a plan thereof, some members in the righthand half of the figure being removed; Figure 3 is a cross section through a rail and neighbouring parts forming members of the crossing, the figure being drawn to an enlarged scale and the rail being that shown in the lefthand half of Figure 1; Figure 4 is a cross-section in the plane 4—4 of Fig. 2, and Figs. 5 and 6 are certain details which will fully be dealt with hereinafter.

The planks a and a' which consist of an impregnated hard wood are laterally connected with each other by dowels b. There are planks a between the rails c, and planks a' outside the track. The planks a are connected by screws with cross-beams d and the planks a' are connected by screws with cross-beams d'. I prefer, however, to screw only one half of the number of the planks a directly to the beams d, the other planks a being screwed to shorter and smaller cross-beams e (Fig. 1) embedded into suitable recesses of the beams d but being somewhat broader than these latter so as to extend also laterally therefrom.

It is, therefore, possible to remove first one half of the planking between the rails and then the other half. The planks a lying next to the rails are provided with grooved flanges f affixed thereto by screws g. The outer rim of each flange contacts with the respective rail (Fig. 3). The rails are supported on base plates h secured to the sleepers i which are of iron in the example illustrated. Also the cross beams d and d' are supported by the sleepers i.

The planks a' lying next to the outside of the rails are provided with iron ledges m also contacting with the head of the respective rail and secured in place by screws.

n and n' (Fig. 3) are angular members by which the rail feet are connected with the base plates h and the sleepers i, and o are other angular members having an upper horizontal extension which is affixed to the plank a' located above it, by screws p, and a lower horizontal extension which is pressed in between the foot of the rail and a base plate h.

Laterally from the sleepers, parallel to the track, are beams q on which rest the outer ends of the beams d'. These latter and the beams q are connected with each other by hook-shaped plates r (Figs. 6 and 7) and by flat members s. The hooks proper r' extend into recesses of the beams d' and the plates s engage the hooks, as shown in Figures 5 and 6. Figures 5 and 6, are drawn on the same scale, whereas Figure 4 is drawn on the scale of Figures 1 and 2.

v v are ledges screwed to the planks a laterally from the beams d, and t are angular members inserted into the butt sides of two neighbouring ends (in the direction of the track) and connected by a screw with the beam d below it. Each of the beams d is located between two ledges v whereby the planks a are more securely prevented from being shifted accidentally in the direction of the track.

I claim:

1. A covering for railway-tracks having transverse sleepers, comprising, in combination; wooden beams located on the sleepers between the rails and having the upper half cut away along half their length forming ledges; wooden fillers inserted into these recesses and filling them up; a set of parallel wooden planks located on said beams and another set on said fillers; and means connecting said planks with said beams and with the said fillers, as set forth.

2. A covering for railway-tracks having transverse sleepers, comprising, in combination: wooden beams located on the sleepers between the rails and having the upper half cut away along half their length forming ledges; wooden fillers inserted into these recesses and filling them up; a set of parallel

wooden planks located on said beams; fillers connecting said planks with each other at their bottom-surfaces and being located on one of said beams so as to abut thereat; and another set of parallel planks located on the fillers and being connected therewith, substantially as set forth.

3. A covering for railway-tracks having transverse sleepers, comprising, in combination; wooden beams located on the sleepers betwen the rails and having the upper half cut away along half their length forming ledges; means connecting said beams with said sleepers; wooden fillers inserted into these recesses, filling them up in vertical direction, and projecting forth horizontally laterally beyond said recesses; and another set of parallel planks located on the fillers and being connected therewith, substantially as set forth.

HERMANN GÜSMER.