

(No Model.)

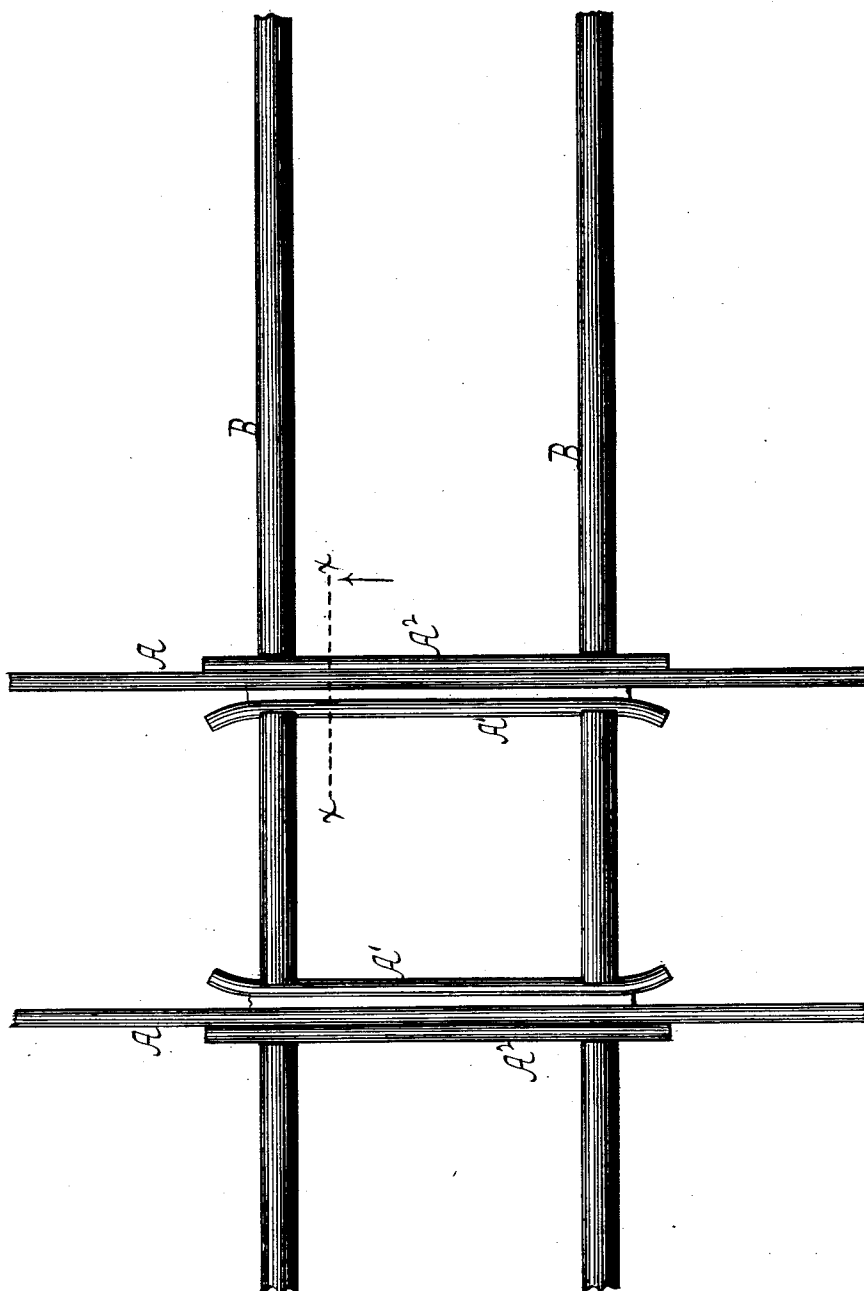
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W. C. WOOD.
RAILWAY CROSSING.

No. 573,747.

Patented Dec. 22, 1896.

Fig. 1



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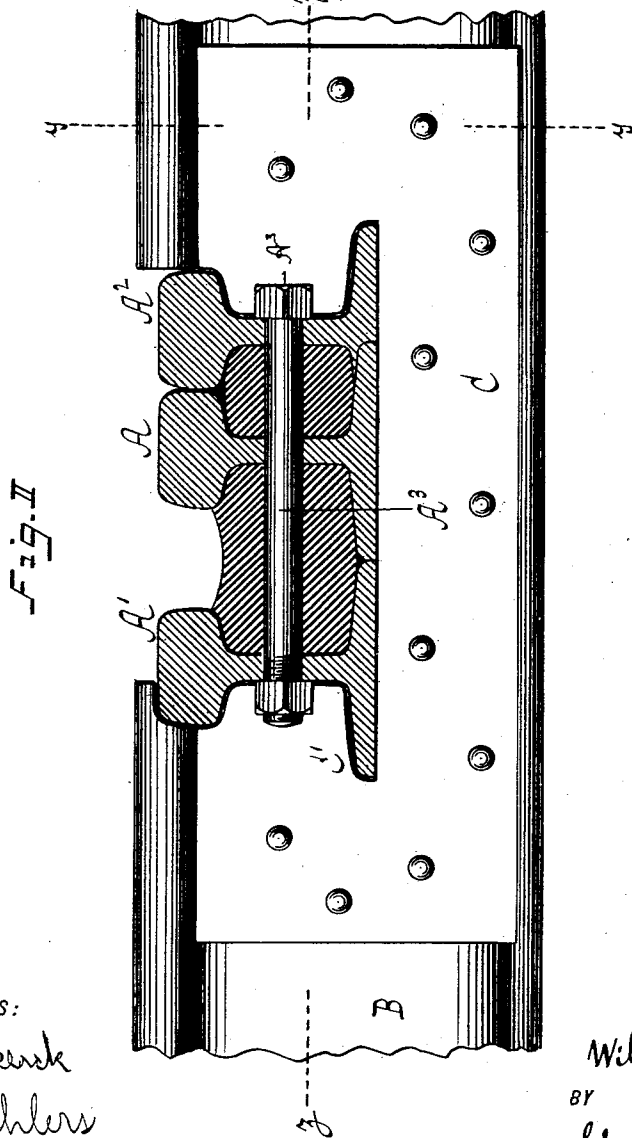
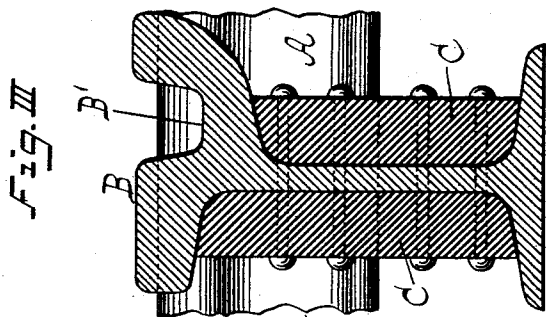
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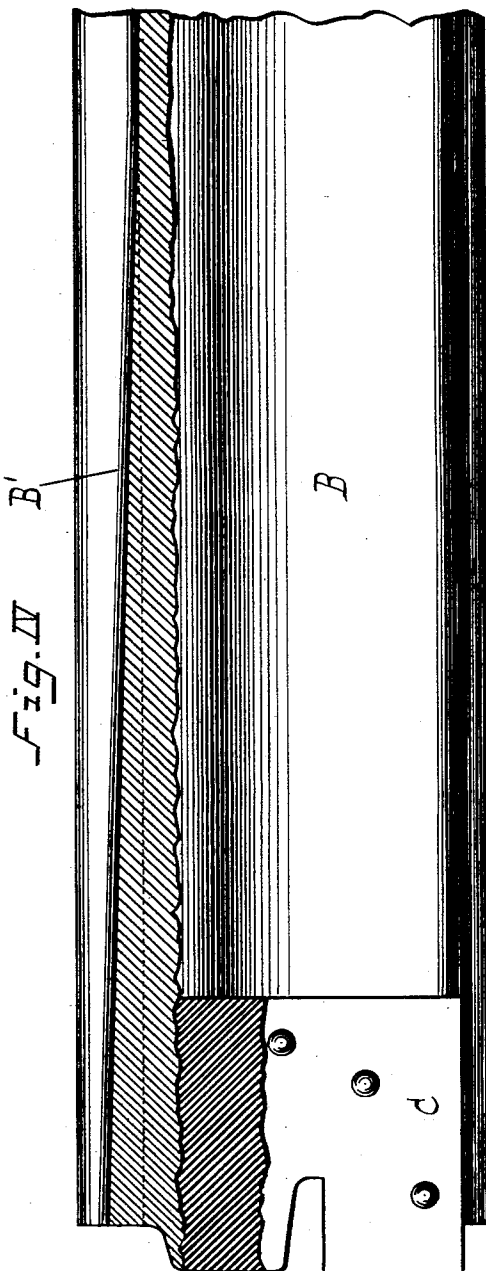
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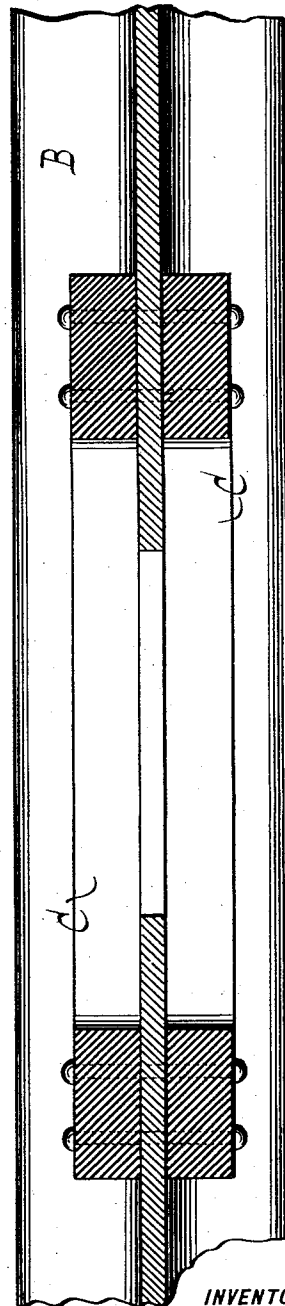
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Patented Dec. 22, 1896.



WITNESSES:
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UNITED STATES PATENT OFFICE.

WILLIAM C. WOOD, OF BROOKLYN, NEW YORK.

RAILWAY-CROSSING.

SPECIFICATION forming part of Letters Patent No. 573,747, dated December 22, 1896.

Application filed February 29, 1896. Serial No. 581,252. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM C. WOOD, a citizen of the United States, and a resident of Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Railway-Crossings, of which the following is a specification.

My invention relates to the construction of the crossing between a steam-railway and a street-railway; and the general object of my invention is to leave the rails of the steamway entirely independent of the rails of the streetway, with a view to permit the usual longitudinal displacement or creeping of the rails of the steamway.

Prior to my invention the crossing between a steamway and streetway has generally been rigid, and hence the streetway has a tendency to prevent the creeping of the rails of the steamway, with the effect of producing a dislocation of the rails.

The purposes of my invention are accomplished by the novel features hereinafter described, and illustrated in the accompanying drawings, in which—

Figure I represents a plan view of a railway embodying my invention. Fig. II represents a vertical section taken in the line of the streetway and across the steamway, as indicated by the line *xx*, Fig. I, and on a larger scale than in the said last-named figure. Fig. III represents a vertical section taken approximately on the line *yy*, Fig. II. Fig. IV represents a side view, partly in section, of the streetway to illustrate a continuation of a rail of the streetway with an upward incline of its channel. Fig. V represents a horizontal section taken approximately on the line *zz*, Fig. II.

Similar letters of reference indicate similar parts.

The letter A indicates each of the two rails constituting the steamway, and B each of the two rails constituting the streetway, these rails crossing each other in this example at right angles.

At the point or points where the steam-road rails cross the street-road rails the latter are provided with recesses C' of a suitable shape and depth to receive the steam-road rails, this construction being more clearly shown in Fig. 2, and at points opposite to

these recesses each of the street-rails is provided with reinforcing-plates C, which may be riveted thereto, as shown in Fig. II, or cast integral therewith. The reinforcing-plates C coact with the recessed portions of the streetway to support the rails of the steamway. The several rails, however, are left entirely disconnected, except as to whatever support one may afford to the other, and it will be apparent that the steam-road rails are thus adapted to what is technically known as "creep" without being affected by the street-road rails. This condition of permitting the free longitudinal displacement of "creeping" of the steam-road rails is of great advantage, especially in cities where a steam and street road are situated to cross each other.

In connection with each of the street-road rails A, I employ an auxiliary stock-rail A² and a guard-rail A', the three rails A, A', and A² being united by means of bolts A³ with a filling between each two of the rails, as clearly shown in Fig. II.

The street-rails B are formed with the usual groove or channel B', and in order to afford a flange-bearing for the wheels of the street-car in its passage across the steam-road rails A A' A² in contradistinction of a tread-bearing said channel is inclined in an upward direction, as shown in Fig. IV. This feature of my invention is applicable to the portions of the rails of the street-road on either one or on opposite sides of the steam-road, and the desired inclination may be produced in the casting of the respective rails or by introducing a separate piece of metal into the proper channel at the required point after the formation of the rail.

The flanges of the rails A A' abut against each other and the rail A² has a part overlapping its fellow or adjacent rail.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. A railway-crossing in which are combined the continuous rails, as A, of a steam road and rails, as B, of a street-road, with recesses as C', in the rails of the street-road, to receive and support the rails of the steam-road, and reinforcing-plates, as C, secured to the rails of the street-road opposite to their said recesses, substantially as and for the purpose herein described.

2. In a railway-crossing, the street-rails, as B, with recesses as C', and reinforcing-plates, as C, opposite to said recesses, in combination with the main stock-rails, as A, of a steam-road, the auxiliary stock-rails, as A², the guard-rail, as A', a filling between said rails and screw-bolts, as A³, uniting the same, substantially as and for the purpose herein described.

WILLIAM C. WOOD.

Witnesses:

CHARLES G. COE,
CHAS. WAHLERS.