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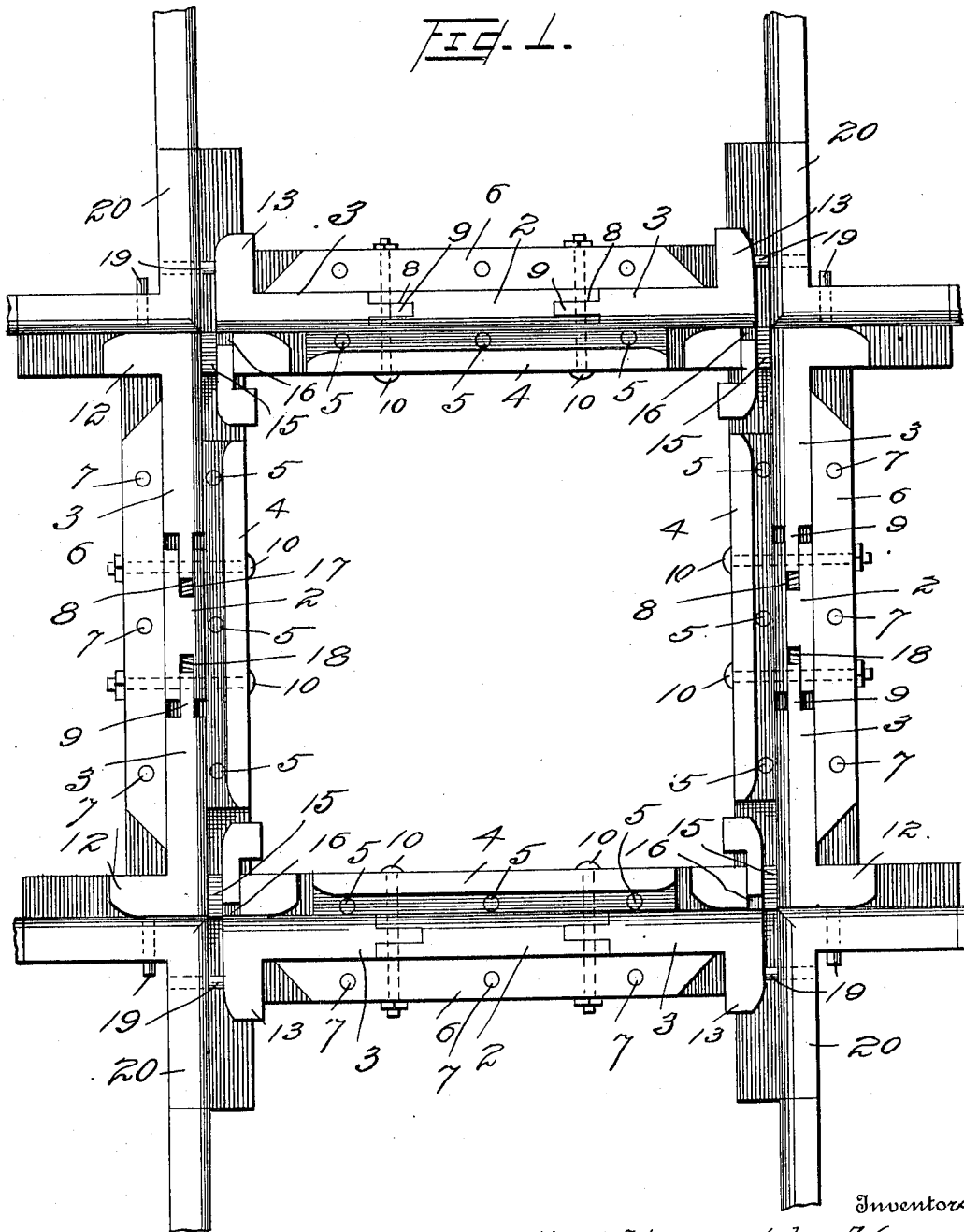
RAILWAY CROSSING.

APPLICATION FILED SEPT. 14, 1911.

1,020,611.

Patented Mar. 19, 1912.

3 SHEETS—SHEET 1.



Witnesses

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3 SHEETS—SHEET 2.

FIG. 2.

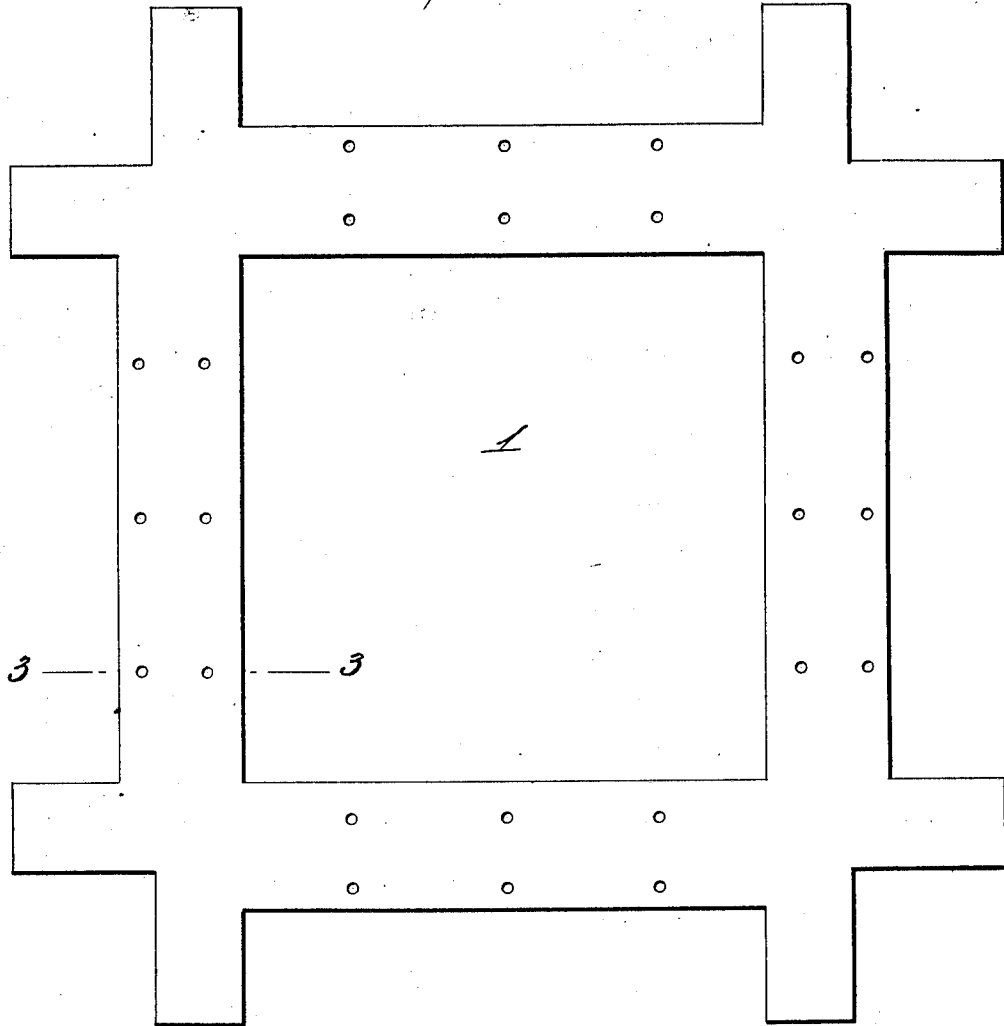


FIG. 3. 1



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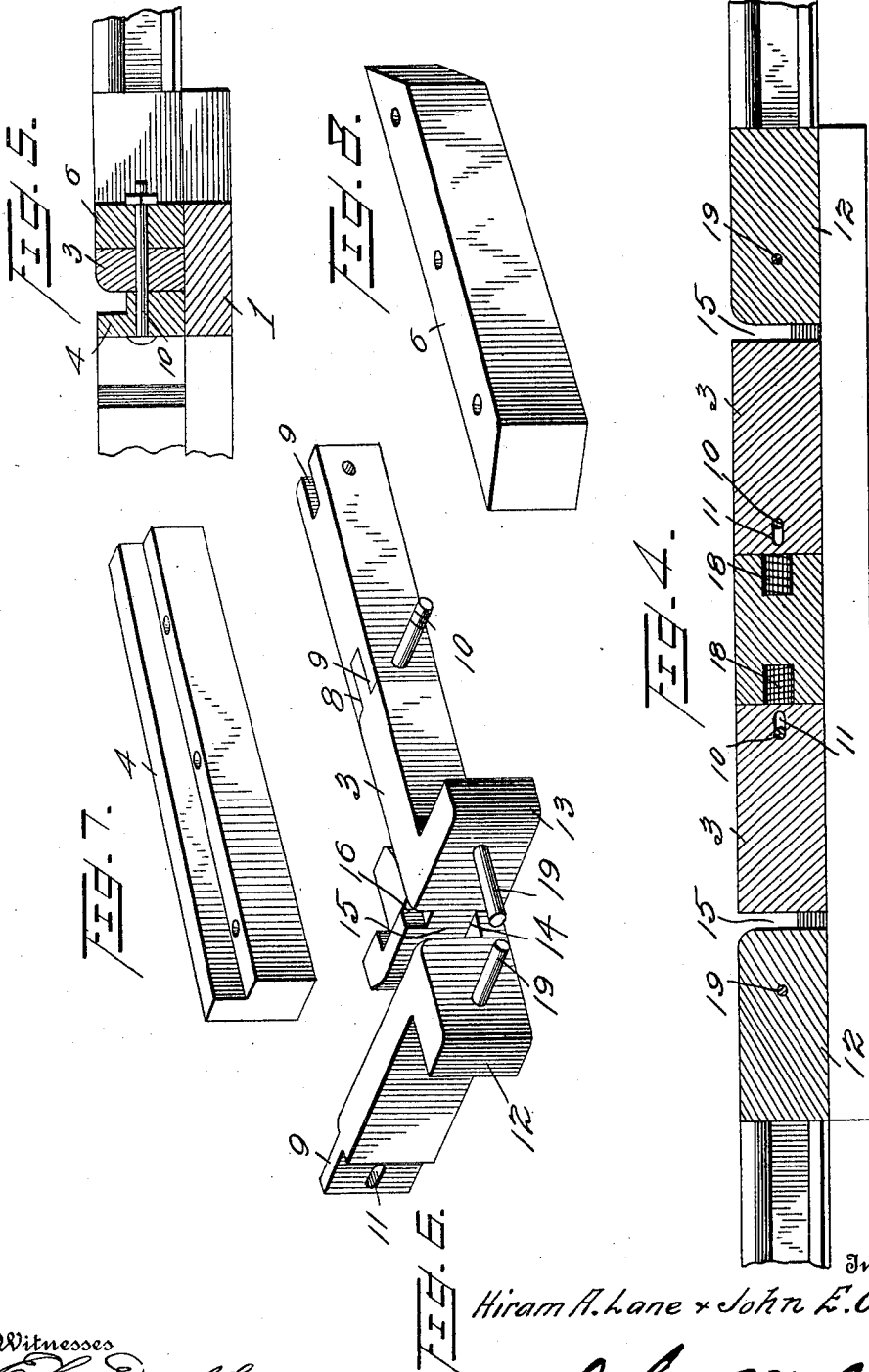
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3 SHEETS—SHEET 3.

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Witnesses

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UNITED STATES PATENT OFFICE.

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RAILWAY-CROSSING.

1,020,611.

Specification of Letters Patent.

Patented Mar. 19, 1912.

Application filed September 14, 1911. Serial No. 649,340.

To all whom it may concern:

Be it known that we, HIRAM A. LANE and JOHN E. GEORGE, citizens of the United States, residing at Oakwood, in the county of Vermilion and State of Illinois, have invented certain new and useful Improvements in Railway-Crossings, of which the following is a specification.

This invention relates to a railway crossing or junction and consists in the novel features of construction, combination and arrangement of parts illustrated in the drawings and more particularly pointed out in the appended claims.

In the accompanying drawings: Figure 1 is a plan view of a crossing or junction embodying our improvements. Fig. 2 is a plan view of the bed plate. Fig. 3 is an end view partly in section of Fig. 2. Fig. 4 is a longitudinal section taken through the track rails. Fig. 5 is a transverse section taken through the track rails. Fig. 6 is a detail perspective view. Fig. 7 is a similar view of one of the inside guard rails and Fig. 8 is a perspective view of one of the outside braces.

Referring to the drawings for a more particular description of the invention, 1 indicates the bed plate which is of general rectangular form and upon which is mounted stationary inner sections 2 and the movable outer sections 3 of the track rails of the crossing or junction.

The numeral 4 indicates inside guard rails and braces for the track rails, said guard rails being also mounted upon the bed plate and secured thereto by the rivets 5 or other equivalent means. Suitable braces 6 are arranged at the outside of the track rails being also mounted upon the bed plates and secured thereto by the rivets 7.

As shown in the drawings the inner stationary sections 2 of the track rails are provided in opposite ends with recesses 8 which receive tongues 9 formed at the inner ends of the outer movable sections 3 of the rails. Fastening bolts 10 extend through the adjoining ends of the inner and outer sections and also through the braces 4 and 6, as shown in Fig. 5 and serve as a fastening means for the inner sections 2. The tongues 9 of the outer sections of the rails are slotted, as at 11 to allow the required play or movement of the outer sections 3.

The movable sections of the track rails are provided at their outer ends with the inter-

secting cross heads 12 and 13, the intersecting portions of which are recessed, as at 14 and 15, to permit them to interlock and at the same time provide for the required play. The cross heads 13 are also provided in their upper edges with the recess 16 to receive the flanges of the car wheels when the train or railway car is passing over the crossing. The cross heads 12 and 13 are normally held closed by the coil springs 17 which fit in corresponding sockets 18 in opposite ends of the central stationary sections of the track rails and bear against the ends of the tongues 9 of the outer sections. During the passage of a train over the crossing, the cross heads are successively retracted or forced inwardly by the flanges of the wheels and return to closed or normal position by the action of the coil springs 18, heretofore referred to. The cross heads 13 and 14 are provided with guide pins 19 which pass in corresponding apertures in the outer rails 20 the purpose of which will be understood.

From the foregoing description taken in connection with the drawings, it is thought that the construction and advantages of this invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportions and minor details of construction may be resorted to without departing from the principles or sacrificing any of the advantages of this invention as defined in the appended claims.

Having described our invention what we claim as new is:

1. A railway crossing of the class described comprising track rails consisting of inner stationary sections and outer longitudinally movable sections, intersecting cross heads at the outer ends of the movable sections operable by the flanges of the car wheels and coil springs for normally holding the cross heads closed.

2. A railway crossing of the class described comprising track rails consisting of inner stationary sections and outer longitudinally movable sections, intersecting cross heads at the outer ends of the movable sections operable by the flanges of the car wheels, coil springs for normally holding the cross heads closed, guard rails and braces for the inside of the track rails and braces for the outside of the rails.

3. A railway crossing of the class described comprising a bed plate, track rails

consisting of inner stationary sections and
outer movable sections, intersecting and in-
terlocking cross heads at the outer ends of
the movable sections, operable by the flanges
5 of the car wheels, and coil springs between
the inner stationary and outer movable sec-
tions of the track rails for normally main-
taining the cross heads closed.

4. A railway crossing of the class de-
scribed comprising a bed plate, track rails
10 consisting of stationary sections provided in
opposite ends with recesses and outer mov-
able sections provided at the inner ends with

tongues fitting in the recess of the inner sec-
tions, interlocking and intersecting cross 15
heads at the outer ends of the outer sections
operable by the flanges of the car wheels,
and coil springs to normally hold the cross
heads closed.

In testimony whereof we affix our signa- 20
tures in presence of two witnesses.

HIRAM A. LANE.
JOHN E. GEORGE.

Witnesses:

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J. F. COIT.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,
Washington, D. C."