

(No Model.)

J. McCARTHY.
RAILROAD CROSSING.

No. 479,829.

Patented Aug. 2, 1892.

Fig. 1.

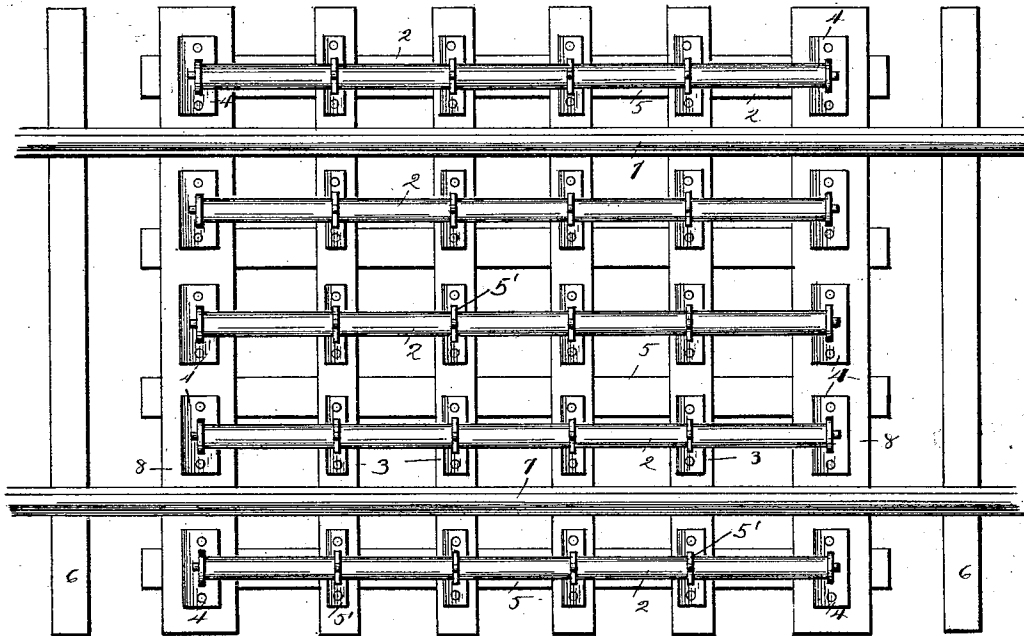


Fig. 2.

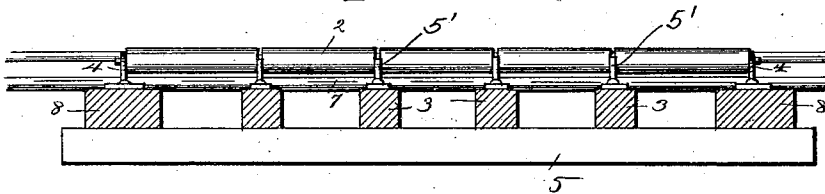


Fig. 3.

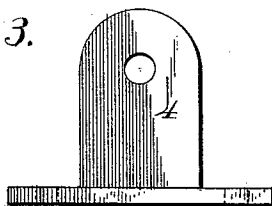
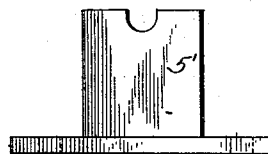


Fig. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

JOHN MCCARTHY, OF MANISTIQUE, MICHIGAN.

RAILROAD-CROSSING.

SPECIFICATION forming part of Letters Patent No. 479,829, dated August 2, 1892.

Application filed November 21, 1891. Serial No. 412,606. (No model.)

To all whom it may concern:

Be it known that I, JOHN MCCARTHY, a citizen of the United States, residing at Manistique, in the county of Schoolcraft and State of Michigan, have invented a new and useful Railroad-Crossing, of which the following is a specification.

This invention relates to railroads, and more especially to the crossings thereof. It is well known among teamsters in northern climates that in winter it is very difficult for a team to draw a loaded sleigh across a railroad-track, owing to the great amount of friction generated by the meeting steel faces; and the object of the present invention is to overcome this difficulty.

To this end it consists in the specific details of construction hereinafter more fully described and claimed, and as illustrated on the sheet of drawings, wherein—

Figure 1 is a plan view of my device in position on a section of track. Fig. 2 is a longitudinal section thereof. Figs. 3 and 4 are enlarged side elevations of the bearings.

Referring to the said drawings, 7 7 are the rails laid on the ties 6 in the usual manner, and at a point where a crossing occurs I provide two larger ties 8 8. These, with the ties 3, which intervene, are supported on sleepers 5, running parallel with the rails, in order that the whole shall have sufficient rigidity. Upon the large ties 8 I secure bearings 4 and upon the intervening ties bearings 5', the latter being preferably open, as seen in Fig. 4, and in these several bearings are journaled rollers 2, which are about three inches in diam-

eter. There are preferably about five rollers to a crossing, two outside of and three between the rails, as shown, and their length depends, of course, upon the angle at which the roadway crosses the track. The bearings are of sufficient height to hold the upper faces of the rollers slightly above the plane of the faces of the rails.

With this device an approaching sleigh first strikes one of the outer rollers and its runners pass over the same, across and slightly above the rails and upon the other rollers, entirely across the track without coming in contact therewith.

I do not limit myself to any special material or materials, and considerable change in the details of construction may be made without departing from the spirit of my invention.

I claim as the salient features—

The herein-described crossing for railroads, the same consisting of sleepers located below and at right angles to the ties, larger ties at the sides of the crossing, closed bearings supported on said larger ties, open bearings on the ties intervening, and rollers journaled in said bearings parallel with the rails and between and outside of the same, as and for the purpose hereinbefore set forth.

In testimony that I claim the foregoing as my own I have hereto affix my signature in presence of two witnesses.

JOHN MCCARTHY.

Witnesses:

J. A. BOWEN,
D. W. THOMPSON.