

March 9, 1926.

1,575,677

A. G. FARMER

RAILWAY CROSSING

Filed Dec. 14, 1925

2 Sheets-Sheet 1

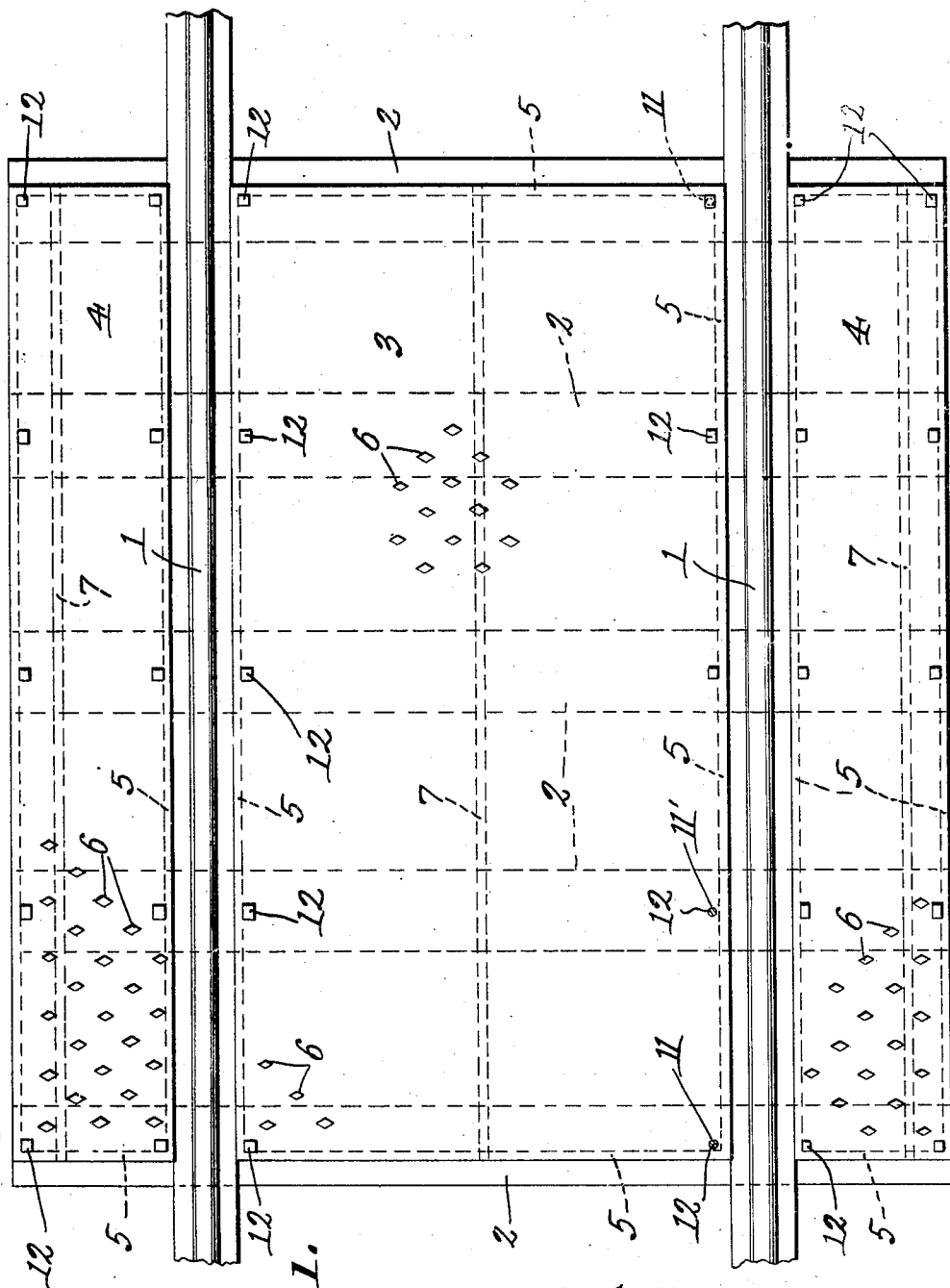


Fig. 1.

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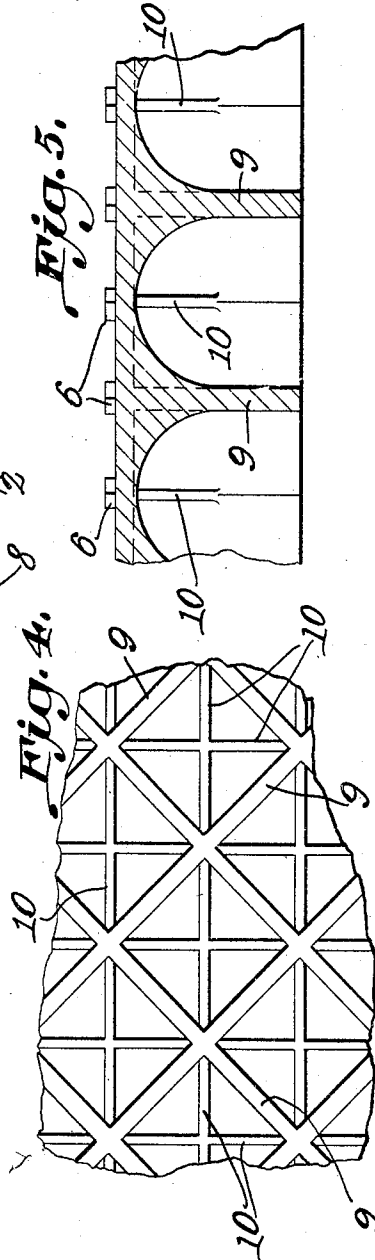
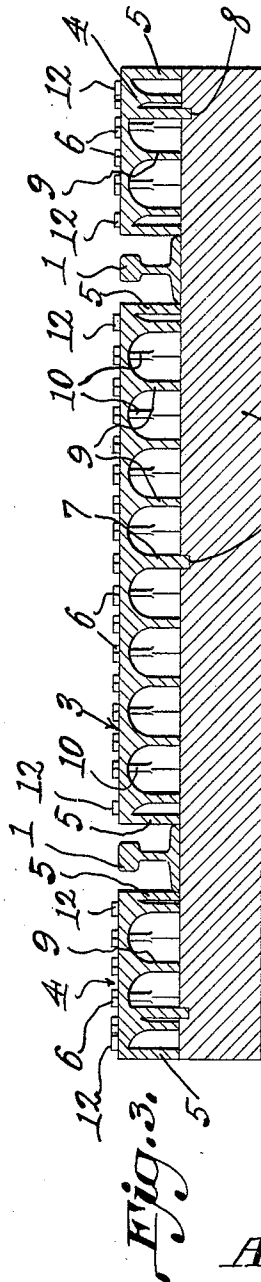
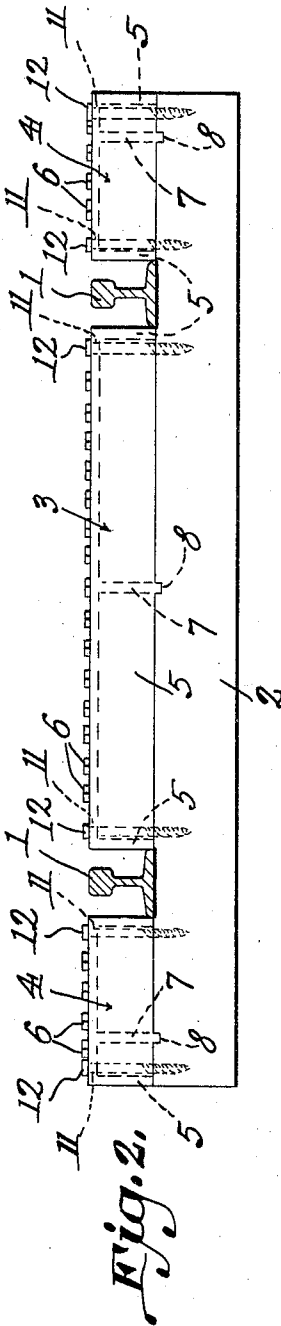
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2 Sheets-Sheet 2



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UNITED STATES PATENT OFFICE.

ASA GILBERT FARMER, OF CHATTANOOGA, TENNESSEE.

RAILWAY CROSSING.

Application filed December 14, 1925. Serial No. 75,375.

To all whom it may concern:

Be it known that I, ASA GILBERT FARMER, a citizen of the United States, residing at Chattanooga, in the county of Hamilton and State of Tennessee, have invented a new and useful Railway Crossing, of which the following is a specification.

This invention relates to railway crossings and is designed primarily for use in lieu of the planks ordinarily provided between the rails of the track and adjacent the outer sides thereof so that vehicles and pedestrians can travel across the track on a level with the tops of the rails.

Boards and similar means heretofore used have been objectionable because they readily work loose, will splinter and injure the tires of vehicle crossing the track and because they soon become worn. However such devices have been used because they can be easily removed when desired to repair the track at the crossing.

It is an object of the present invention to provide a crossing made up of castings so shaped as to fit properly against and between the rails, means being provided whereby these castings are strengthened so as to resist the heavy loads to which they are subjected.

A further object is to provide the crossing sections with means for engaging the ties thereunder for the purpose of holding the sections against transverse creeping while in use and possible displacement of the rails.

With the foregoing and other objects in view which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed may be made within the scope of what is claimed without departing from the spirit of the invention.

In the accompanying drawings the preferred form of the invention has been shown.

In said drawings,

Figure 1 is a top plan view of the crossing members positioned relative to the rails of the track, only a few of the surface studs on the members being shown.

Figure 2 is an end elevation of the crossing, the rails being shown in section.

Figure 3 is a vertical transverse section through the crossing members and the rails.

Figure 4 is a bottom plan view of a portion of one of the members of the crossing.

Figure 5 is an enlarged vertical section through a portion of one of the members.

Referring to the figures by characters of reference 1 designates track rails secured in the usual manner upon ties 2. The crossing constituting the present invention includes a member 3 to be placed between the rails and side members 4 to be placed against the outer sides of the bases of the rails. Each of these members is preferably in the form of a metal casting having supporting flanges 5 at the sides and ends thereof where by each member assumes substantially the form of an inverted box. The top surface of each member is flat except for the provision of numerous angular studs 6 which are formed integral therewith and serve to prevent a vehicle from slipping while passing over the crossing. A longitudinal partition 7 is formed with each member and extends downwardly therefrom between the sides thereof the lower edge being in a plane lower than the flanges 5. These partitions are adapted to be seated within grooves 8 provided in the top surfaces of the ties and so located that when the parts are assembled the crossing members will be held against creeping laterally and thrusting against the sides of the rails.

The space inside of each of the crossing members is divided by obliquely disposed intersecting reinforcing ribs 9 the lower edges of which are in the same plane as the lower edges of the flanges 5. Each space within each member blocked off by these ribs 9 is provided with intersecting reinforcing fins 10 terminating in the angles formed by the ribs 9. These fins as well as the ribs 9 are integral with the crossing members. Adjacent each corner of each of the members 3 and 4 is an aperture 11 and similar apertures can be readily located along the longitudinal edges of the members, as shown at 11'. These openings are designed to receive spikes 12 or other suitable fastening means engaging the ties and whereby the crossing members are held securely in their proper positions between the rails.

By providing the arrangement of ribs 9 and fins 10 as shown and described, the crossing members can obviously support very heavy loads and there is therefore no danger of these members collapsing. When it is desired to remove any one of the mem-

bers so as to repair the track, it becomes merely necessary to withdraw the spikes 12 after which said members can be lifted from position. There are no parts to become
 5 splintered and likely to injure the tires of passing vehicles.

What is claimed is:

1. A railway crossing member including an inverted box-like casting having con-
 10 tinuous side and end flanges adapted to rest upon the ties of a railway, intersecting reinforcing means integral with said member and surrounded by the flanges, and means
 15 integral with and projecting below the flanges of the member for engagement with the ties to hold the member against lateral creeping.

2. A railway crossing member including a top having side and end flanges adapted
 20 to rest upon the ties of a track, and means integral with said member and projecting therebelow for engaging the ties to hold the member against lateral creeping.

3. A railway crossing member including
 25 a top having depending side and end flanges, means carried by said member and extending therebelow for engaging the ties beneath the member to hold said member against lateral creeping, and means engaging said
 30 member for binding the flanges upon the ties.

4. A railway crossing member including a top having depending side and end flanges, means carried by said member and extend-
 35 ing therebelow for engaging the ties be-

neath the member to hold said member against lateral creeping, intersecting reinforcing portions depending from the top of said member and between the flanges.

5. The combination with the ties and rails
 40 of a track, of a crossing member interposed between and abutting against the rails, said member including a top having depending side and end flanges resting on the ties, said
 45 ties having grooves therein, means depending from the top of the member and projecting below the flanges for engagement within the grooves to hold the member
 50 against lateral thrusting against the rails, and means for fastening the member to the ties.

6. The combination with the ties and rails
 of a track, said ties having grooves there-
 in, of a crossing member at one side of each
 rail including a top, side and end flanges de-
 55 pending from the top, said flanges constituting means for engaging the ties to support the top substantially flush to the tops of
 the rails, means integral with said member and projecting therebelow adapted to be
 60 seated within the grooves to hold the member against lateral thrusting against the rails, intersecting reinforcing portions in-
 tegral with the member and surrounded by
 the flanges, and means for fastening the
 65 member to the ties.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature.

ASA GILBERT FARMER.