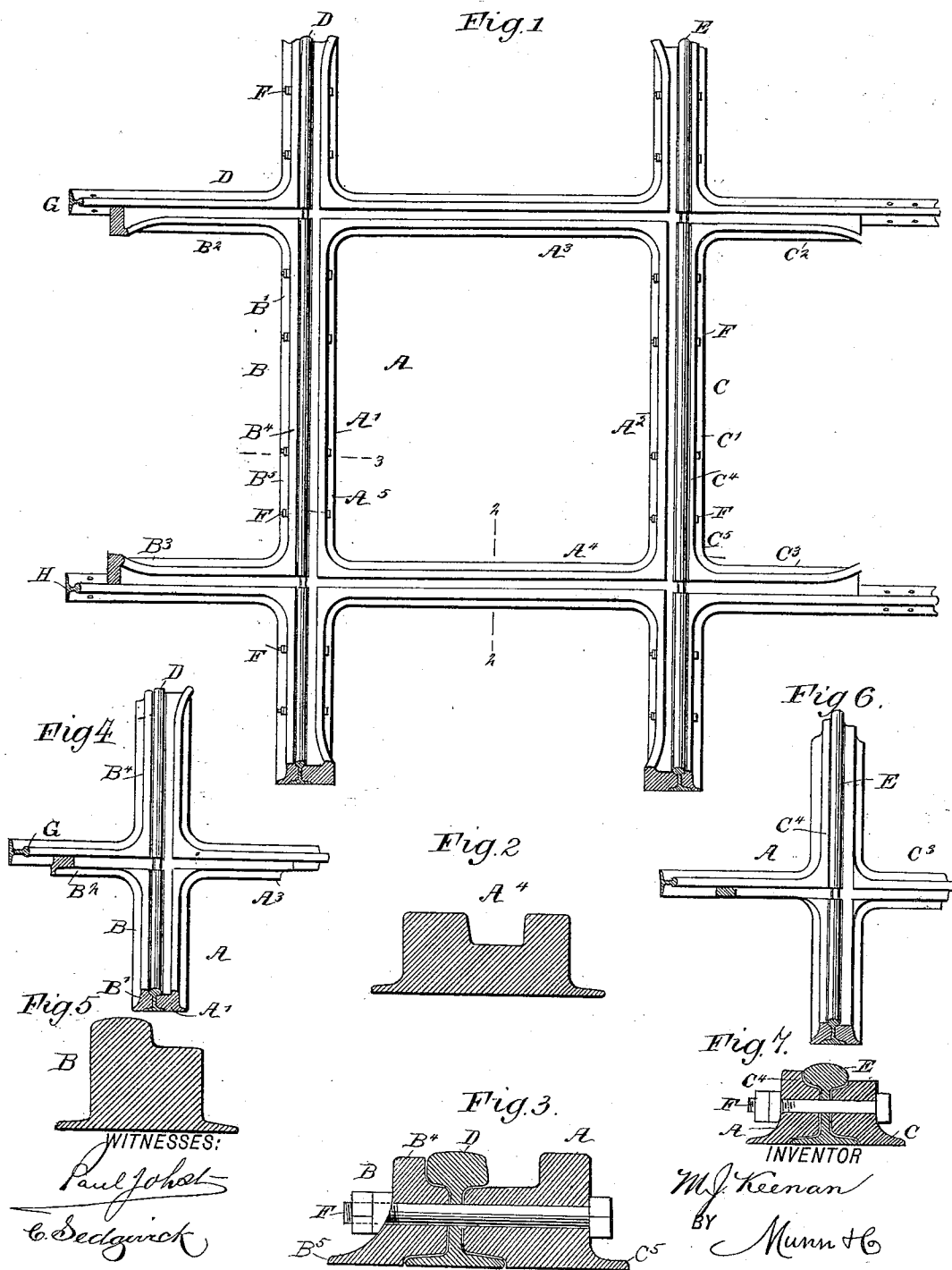


(No Model.)

M. J. KEENAN.
RAILROAD CROSSING.

No. 511,624.

Patented Dec. 26, 1893.



WITNESSES:
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MICHAEL J. KEENAN, OF GALVESTON, TEXAS.

RAILROAD-CROSSING.

SPECIFICATION forming part of Letters Patent No. 511,624, dated December 26, 1893.

Application filed February 10, 1893. Serial No. 461,768. (No model.)

To all whom it may concern:

Be it known that I, MICHAEL J. KEENAN, of Galveston, in the county of Galveston and State of Texas, have invented a new and Improved Railroad-Crossing, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved railroad crossing, which is simple and durable in construction, readily set up and connected with the main and crossing track rails.

The invention consists of a center piece, and two side pieces for clamping the main track rails in place.

The invention also consists of certain parts and details, and combinations of the same, as will be hereinafter described and then pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view of the improvement. Fig. 2 is a cross section of part of the same on the line 2—2 of Fig. 1. Fig. 3 is a similar view of part of the same on the line 3—3 of Fig. 1. Fig. 4 is a plan view of part of a modified form of the improvement. Fig. 5 is an enlarged cross section of part of the same. Fig. 6 is a plan view of another modified form of the improvement; and Fig. 7 is a cross section of the same.

The improved railroad crossing is principally composed of a center piece A and two side pieces B and C, which serve to clamp the main track rails D and E to the sides A' and A² of the center piece A by means of bolts F, as plainly shown in Fig. 3. The crossing track rails G and H form part of the pieces A, B and C and are connected at their ends with the regular rails of that track by means of fish plates or other devices.

As illustrated in the drawings, the center piece A is made of a single casting and is provided with the sides A' and A² previously mentioned, and with the cross pieces A³ and A⁴, forming part of the cross track rails G and H, as will be readily understood by reference to the drawings. The main track rails D and E are slotted at the intersection with the crossing track rails G and H by cutting off part of

the head of each rail, as indicated in Figs. 1, 4 and 6. The side pieces B and C are provided with the sides B' and C' respectively, from which extend at right angles, the arms B², B³, and C², C³, respectively, in alignment with the connecting arms A³ and A⁴ of the center piece A.

As illustrated in Fig. 1, the center piece A, and the side pieces B and C are provided with grooves for the passage of the flanges of the wheels traveling on the main rails D, E or crossing track rails G, H, and the said pieces are also formed with guard rails. The latter, however may be omitted, as shown in Fig. 6, from all the pieces A, B and C, or they may be omitted only from the side pieces B and C, and retained on the center piece A, as shown in Fig. 4.

The side B' or C', of each of the side pieces B or C, is formed with raised flanges B⁴ and C⁴ respectively, engaging the outer face of the respective main track rail D or E, see Figs. 1, 3, 4 and 7. Each of the pieces A, B or C, is formed at its base with a foot A⁵, B⁵ and C⁵ adapted to be spiked or otherwise secured to the foundation for the railroad crossing, so that the latter is securely held in place.

It is understood that the center piece A and the side pieces B and C are each formed of a single piece, preferably made of cast steel with part of the crossing track rails G and H forming an integral part of the said pieces, while the main track rails D and E are bolted or otherwise clamped on the sides A' and A² of the center piece A by the side pieces B and C respectively.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

1. A railroad crossing, comprising a center piece, and two side pieces for clamping the main track rails in place, substantially as shown and described.

2. A railroad crossing, comprising a center piece and two side pieces, having the crossing track rails forming an integral part thereof, the said two side pieces also serving to clamp the main track rails onto the said center piece, substantially as shown and described.

3. A railroad crossing, comprising a center

piece, two side pieces, and means, substantially as described, for clamping the main track rails in place between the side pieces and the center piece, substantially as shown
5 and described.

4. A railroad crossing, comprising a center piece and two side pieces, all forming part of the crossing track rails, and each having a groove for the passage of the flange of the
10 wheels passing over the cross track rails, substantially as shown and described.

5. A railroad crossing comprising a center piece and two side pieces all forming part of the crossing track rails, each of the said pieces
15 being provided with a guard rail forming with the corresponding track rail a groove for the passage of the flanges of the wheels passing

over the cross track rails, substantially as shown and described.

6. A railroad crossing comprising a center 20 piece and two side pieces all forming part of the crossing track rails, each of the said pieces being provided with a guard rail forming with the corresponding track rail a groove for the
25 passage of the flanges of the wheels passing over the cross track rails, the said center piece being also provided with additional guard rails for the main track rails, substantially as shown and described.

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Witnesses:

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