

(No Model.)

C. H. MORGAN.
Railway Crossing.

No. 238,517.

Patented March 8, 1881.

Fig. 1.

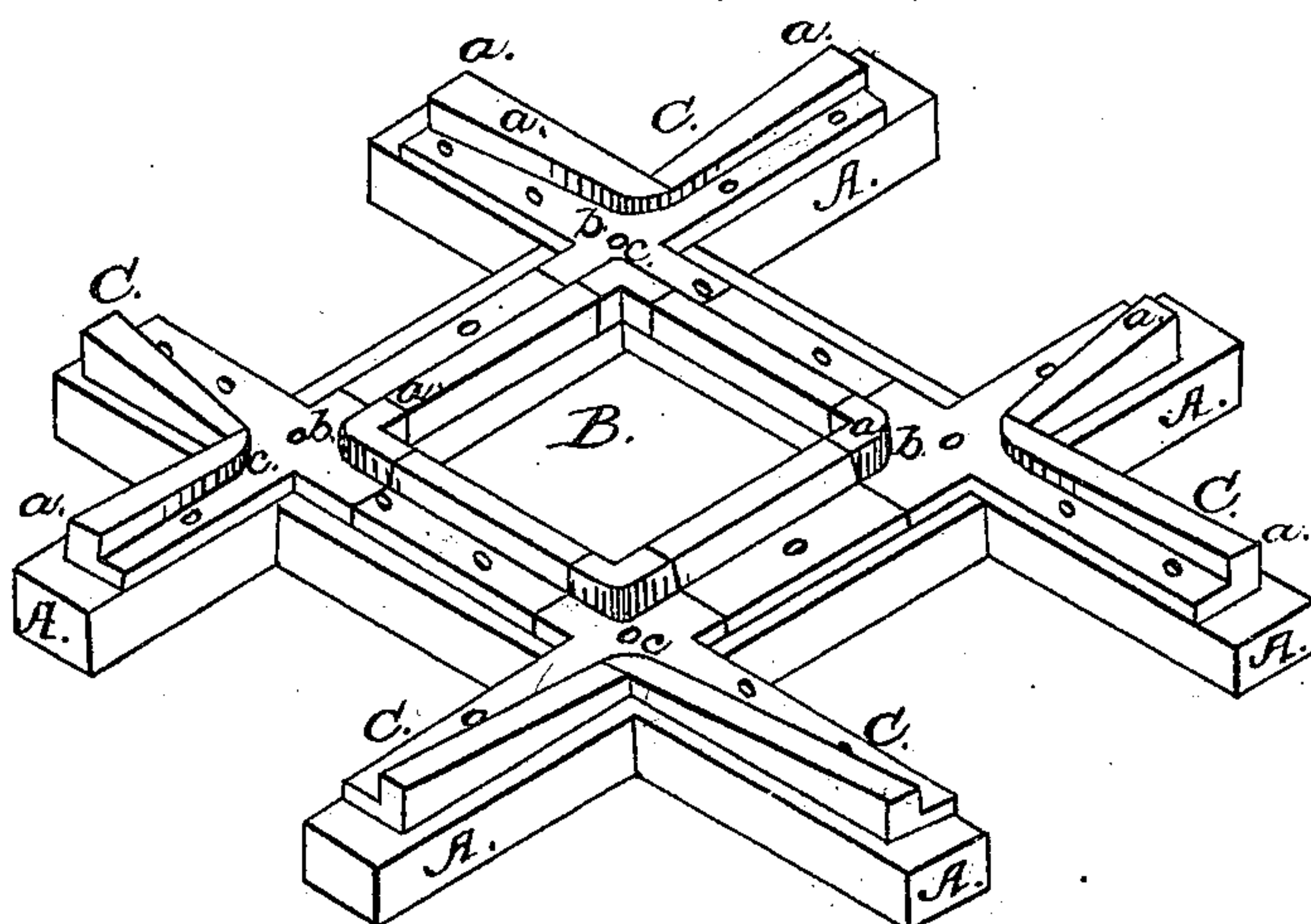
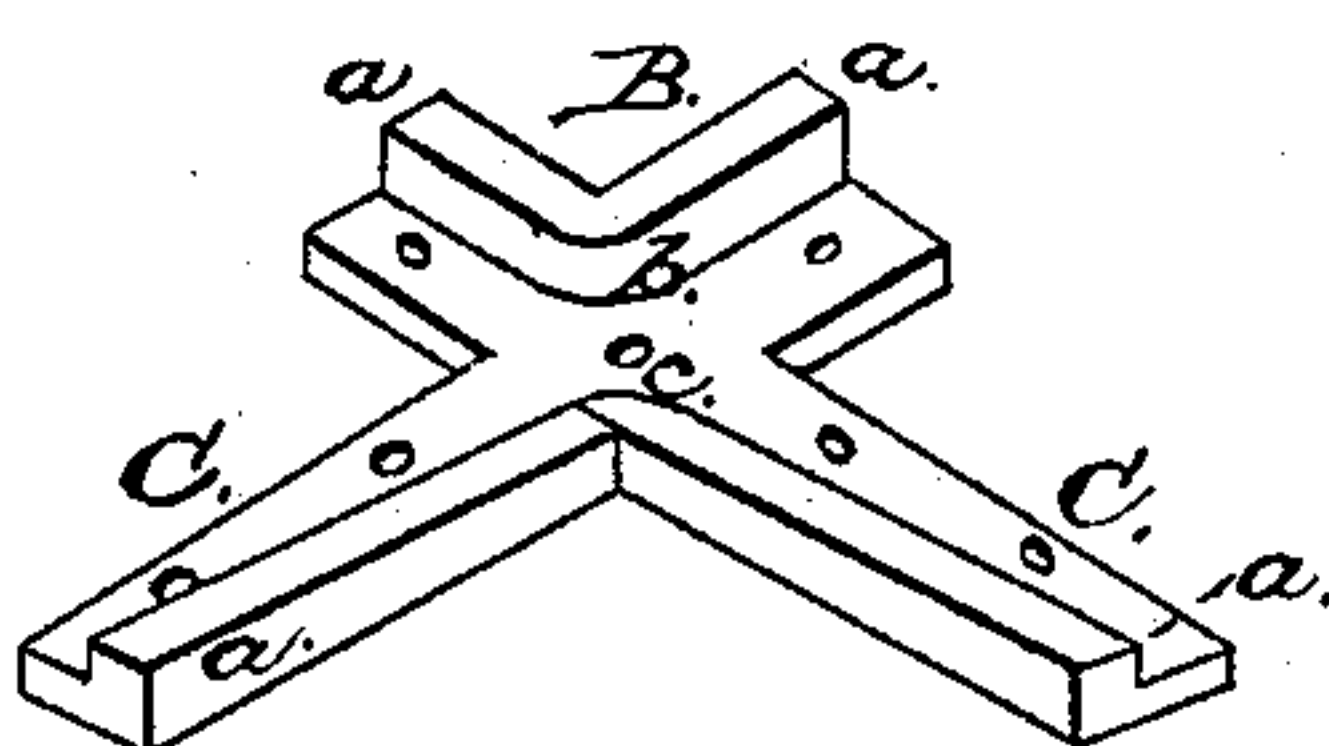


Fig. 2.



WITNESSES.

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By His Attorney

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UNITED STATES PATENT OFFICE.

CHARLES H. MORGAN, OF WASHINGTON, DISTRICT OF COLUMBIA.

RAILWAY-CROSSING.

SPECIFICATION forming part of Letters Patent No. 238,517, dated March 8, 1881.

Application filed December 6, 1880. (No model.)

To all whom it may concern:

Be it known that I, CHARLES H. MORGAN, a citizen of the United States, residing at Washington, in the county of Washington and District of Columbia, have invented certain new and useful Improvements in Railway-Crossings; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters or figures of reference marked thereon, which form a part of this specification.

My invention has for its object to provide an improved railway-crossing, adapted both to horse-railway tracks and steam-railways, whereby the cars are enabled to easily and noiselessly pass over the same, avoiding the jarring and hammering incident to the constructions now in common use; and the invention consists, essentially, of a central frame formed of reversed sections of common railway-rails, arranged with the tread set inwardly toward the center, the width of said frame being narrower than the intersecting portions of the track, which are tapering and curved at the corners in order to direct the inside face of the wheels of the car along the tread of the central frame during their passage over the crossing, all as will be hereinafter more fully described, and pointed out in the claims.

In the drawings, Figure 1 is a perspective view of my complete invention, and Fig. 2 a perspective detail view of the same.

Similar letters of reference indicate like parts in both figures.

Referring to the drawings, A represents the side timbers or stringers of two intersecting railway-tracks, at the central part of which I construct a square frame or track, B, which is formed of sections of common railway-rails, fitted together with the raised tread *a* of the same turned inwardly, and the corners of the rails being slightly curved or rounded, as shown at *b*.

C represents the intersecting rails of the main tracks, which have their treads *a* turned outwardly, as in the usual manner, and the ends of which, where they join each other at right angles, constructed so as to taper downward toward each corner *c*, where they are curved or rounded, as shown.

My invention may be formed entirely of the

common railway-rails, fitted together and jointed, so as to present a firm and durable construction; but for the sake of economy and convenience the intersecting corners of the main and central tracks B and C may be cast or formed in one piece or section, as shown in Fig. 2, whereby the whole construction can be readily formed and put together.

In the operation of my invention it will be readily seen that as the car passes over the crossing the tapering corners at one side of the track give the wheels sufficient momentum to pass smoothly and easily over the crossing and up the tapering corners of the opposite side on the main track, the inner faces of the wheels fitting smoothly against the flanges of the central frame or track, B, during their passage over the crossing.

It will also be observed that as the wheels are about to leave the main track the front inside parts thereof are diverted, by means of the rounded corners *b c*, against the central track, thereby enabling the wheels to adapt themselves to the track without hammering or jarring.

By means of my invention the passage of the car over the crossing is rendered almost noiseless, and the wear and tear upon the track and rolling stock consequently obviated.

I am aware of the patents to J. E. Ridgway, under date of February 23, 1869, No. 87,293, and to W. Wharton, Jr., dated January 21, 1879, No. 211,607, and do not wish to claim the construction shown therein; but,

Having thus described my invention, what I claim as new and useful is—

1. A railway-crossing composed of the rails B, having their treads *a* turned inwardly to form the central track, and the rails C, having their flanges *a* turned outwardly to form the main track, the intersecting corners *c* of which are tapered and curved, substantially as and for the purpose specified.

2. In a railroad-crossing the rails C, tapered and curved at their ends to form an inclined intersecting track, substantially as and for the purpose specified.

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES H. MORGAN.

Witnesses:

PARKER H. SWEET, Jr.,
LLOYD KELEHER.