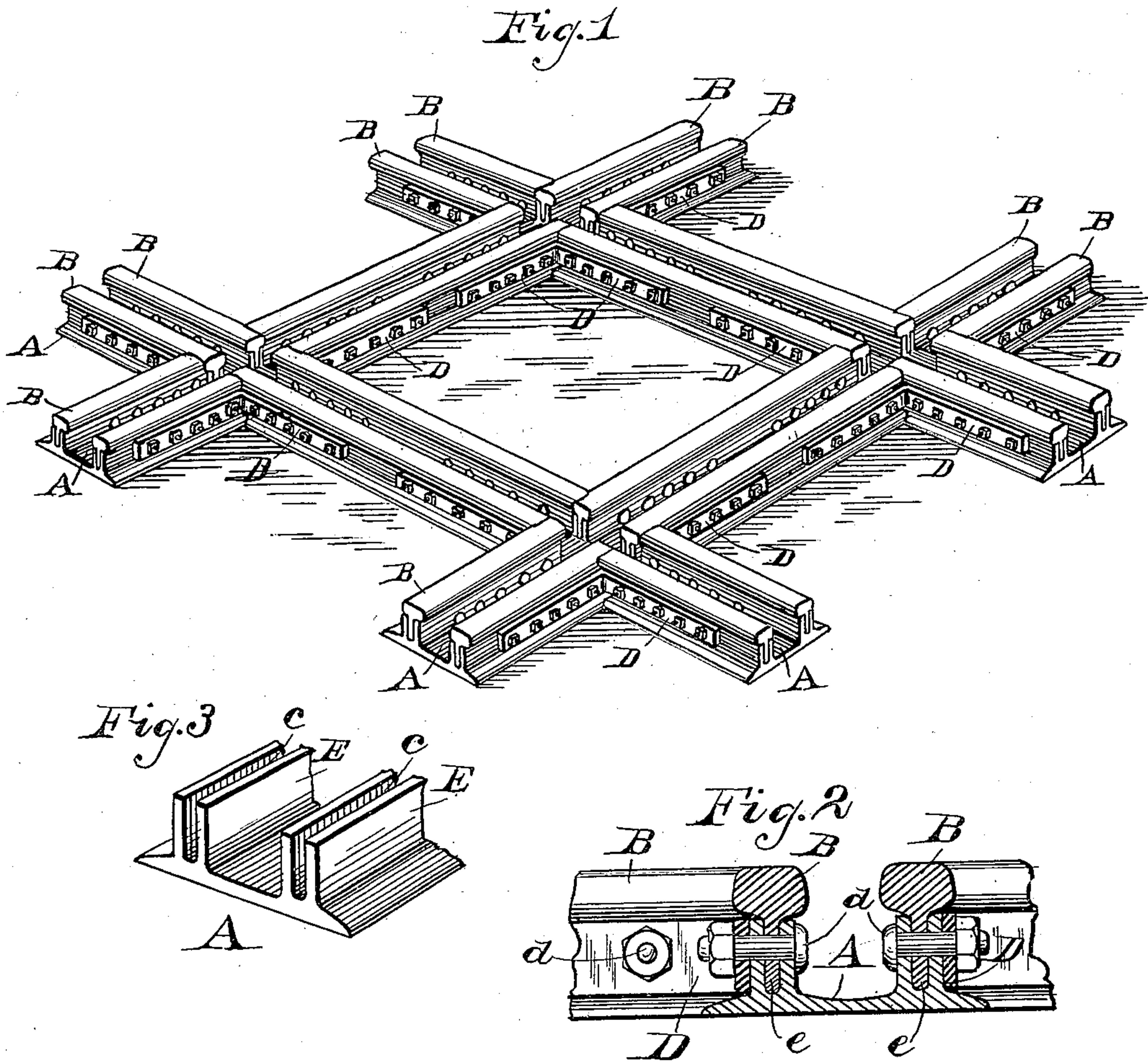


(No Model.)

W. J. MORDEN.
RAILWAY CROSSING.

No. 267,568.

Patented Nov. 14, 1882.



Attest
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UNITED STATES PATENT OFFICE.

WILLIAM J. MORDEN, OF CHICAGO, ILLINOIS.

RAILWAY-CROSSING.

SPECIFICATION forming part of Letters Patent No. 267,568, dated November 14, 1882.

Application filed May 15, 1882. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM J. MORDEN, a citizen of the United States of America, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Railway-Crossings, of which the following is a specification.

My invention relates to an improvement in railway-crossings, &c.

10 The object of my invention is to dispense with the U-formed plates or other connections heretofore employed for connecting the main-track and guard rails in railway-crossings, &c.; and my invention consists in using in place of
15 the main-track and guard rails, connected together by plates or otherwise, heretofore employed, a double sectional rail, the lower part or base of which is constructed in a single piece with the upper parts or heads detachable.

20 In the accompanying drawings, which form a part of this specification, Figure 1 is a perspective view of a crossing having my improvements. Fig. 2 is a cross-section of the same, and Fig. 3 is a perspective view of a portion
25 of the part or base of the double sectional rail.

Similar letters refer to similar parts throughout the several views.

30 In the said drawings, A represents the lower part or base of the double sectional rail, provided with the flanges E E, having the groove or socket c.

B B are the upper parts or heads of the double sectional rail, and are provided with the tongue e, which fits in the groove c.

35 In making a crossing with the double sectional rail, the rail is cut in sections and secured together at the proper angle by the corner-pieces D, in the ordinary manner, by bolts d, or in any other suitable manner, the said
40 bolts passing through the flanges E E and shank e, and hold the upper parts or heads, B B, of the rails firmly in their places.

45 The parts A and B of the double sectional rail may be made of any suitable material desired; but I prefer to make the lower part, A, of wrought-iron, with the upper part or heads, B B, of steel, thus securing a comparatively

soft and elastic base, with a hard surface for the face of the rail that must stand the wear.

By having the heads B B detachable they 50 may be removed at any time and others substituted in case of breakage, or when they become worn out, and the crossing in this way made as good as new, and with but little expense. By having the base-piece A made in 55 a single piece a lighter, stronger, and more durable crossing is secured with less expense than by the present methods, as the U-formed plates or other connections and the labor and fitting thereon are dispensed with. 60

I am aware that rails have been formed in sections, the lower part or base being channeled to receive a tongue formed on the upper part or head, as shown in the patents to Stancliff and Minges, No. 20,828, and Bargion, No. 236,530. 65 This, however, I do not claim.

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

1. A double sectional rail, the lower part or 70 base of which is constructed in a single piece, the upper part or heads being detachable, substantially as shown and described.

2. A railway-crossing, substantially as described, composed of double sectional rails, 75 said rails consisting of a single base-piece, A, provided with detachable heads B B, substantially as described and shown.

3. In a double sectional rail, the base-piece A, having flanges E E, in combination with the 80 detachable heads B B, provided with tongues e e, substantially as shown and described, and for the purpose set forth.

4. In a railway-crossing, the combination of the double base-pieces A, detachable heads B 85 B, and corner-pieces D, substantially as described and shown.

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

WILLIAM J. MORDEN.

Witnesses:

CHAS. KRESSMANN,
FRANK JOHNSON.