

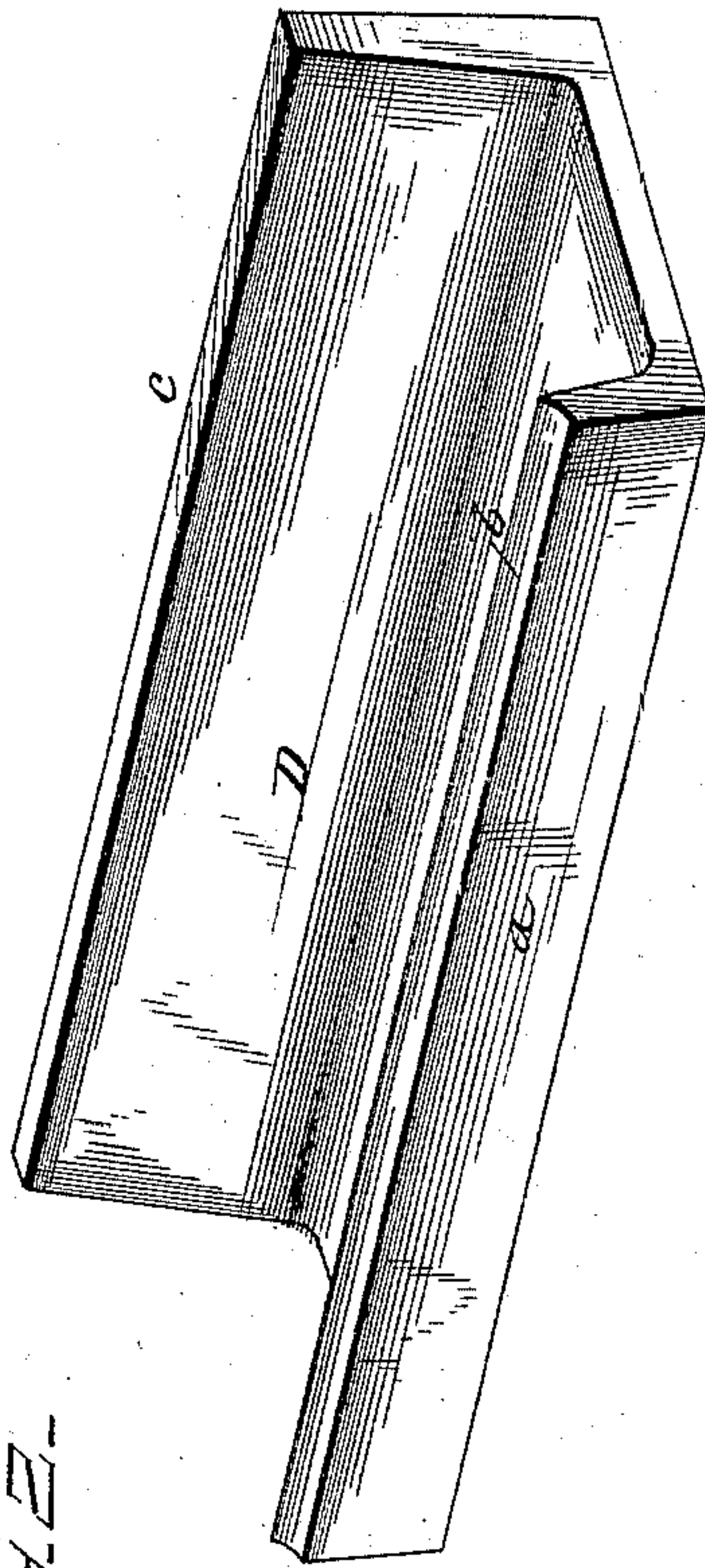
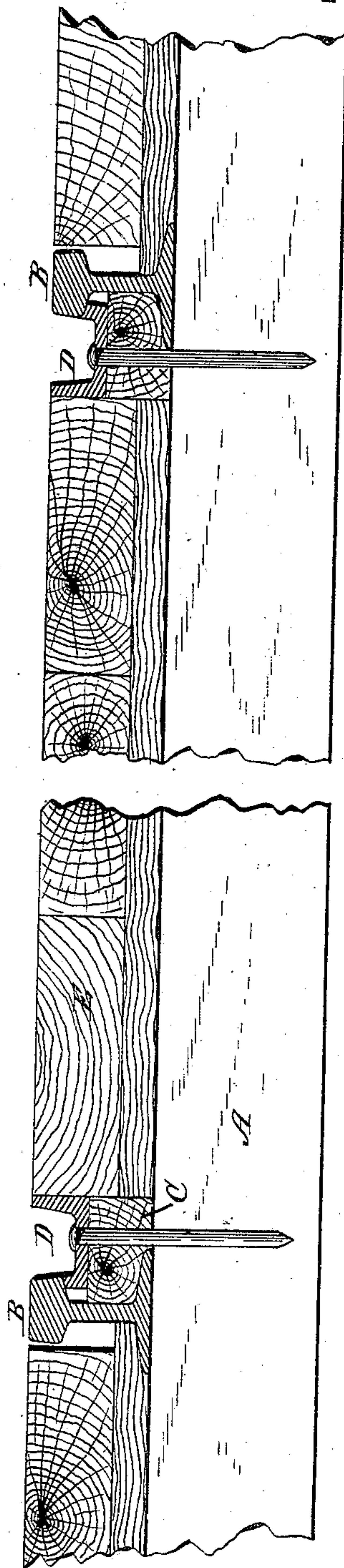
(No Model.)

J. A. GOODRICH.

RAILWAY CROSSING.

No. 309,344.

Patented Dec. 16, 1884.



WITNESSES
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UNITED STATES PATENT OFFICE.

JUDSON A. GOODRICH, OF PORT JERVIS, NEW YORK.

RAILWAY-CROSSING.

SPECIFICATION forming part of Letters Patent No. 309,344, dated December 16, 1884.

Application filed July 14, 1884. (No model.)

To all whom it may concern:

Be it known that I, JUDSON A. GOODRICH, a citizen of the United States, residing at Port Jervis, in the county of Orange and State of New York, have invented certain new and useful Improvements in Highway Railroad-Crossings; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a sectional elevation of a highway railroad-crossing embodying my invention, and Fig. 2 a detail view in perspective of the channel-iron.

The present invention has for its object to effect a durable and safe highway railroad-crossing; and it consists in the peculiar shape of channel-iron and manner of applying it, as shown in the drawings, and hereinafter described and claimed.

In the accompanying drawings, A represents the usual cross-tie of a highway and private railroad-crossing, upon which rest the rails B. Longitudinal blocks C rest upon the inner side of the base of the rails B, and upon the tie A, said blocks supporting the channel-irons D, which extend longitudinally with the rails, and are secured to the blocks by spikes or other suitable fastenings. The crossing is filled with plank E from one channel-iron to the other, as shown in Fig. 1.

The channel-iron D, which constitutes the essential feature of my invention, has a short

longitudinal flange, *a*, with a concave edge, *b*, to correspond with the convexity of the under side of the tread of the rail against which it fits, as shown, while the opposite flange, *c*, is of sufficient height to come on the same or nearly the same horizontal plane with the top of the rail, thus providing a very durable and simple means for applying to any highway railroad-crossing.

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

1. A highway railroad-crossing consisting of the cross-ties, rails, and filling of plank, and the channel-irons arranged between the rails and filling, and constructed, substantially as shown, with a double flange, the outer one bearing against the under side of the tread of the rail, and the opposite flange of sufficient height to come flush, or nearly so, with the top of the rail, substantially as and for the purpose set forth.

2. A channel-iron for highway railroad-crossings formed with two longitudinal upwardly-extending flanges of different heights, one of which is concave or grooved upon its edge, substantially as and for the purpose specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

JUDSON A. GOODRICH.

Witnesses:

W. M. UPTEGROVE,
WM. H. HORNBECK.