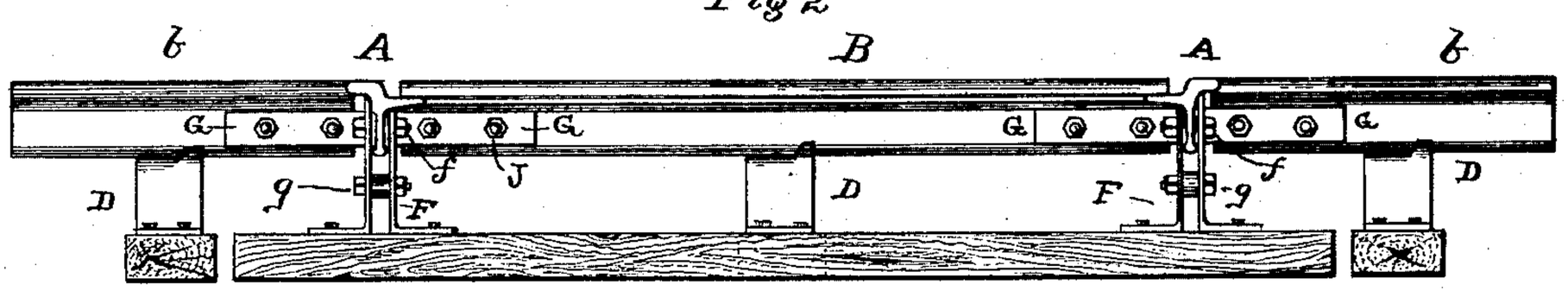
(No Model.) 2 Sheets—Sheet 1.

A. J. MOXHAM.

STREET RAILROAD CROSSING.

No. 374,265. Patented Dec. 6, 1887.

Fig 2



WITNESSES

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(No Model.) 2 Sheets—Sheet 2.

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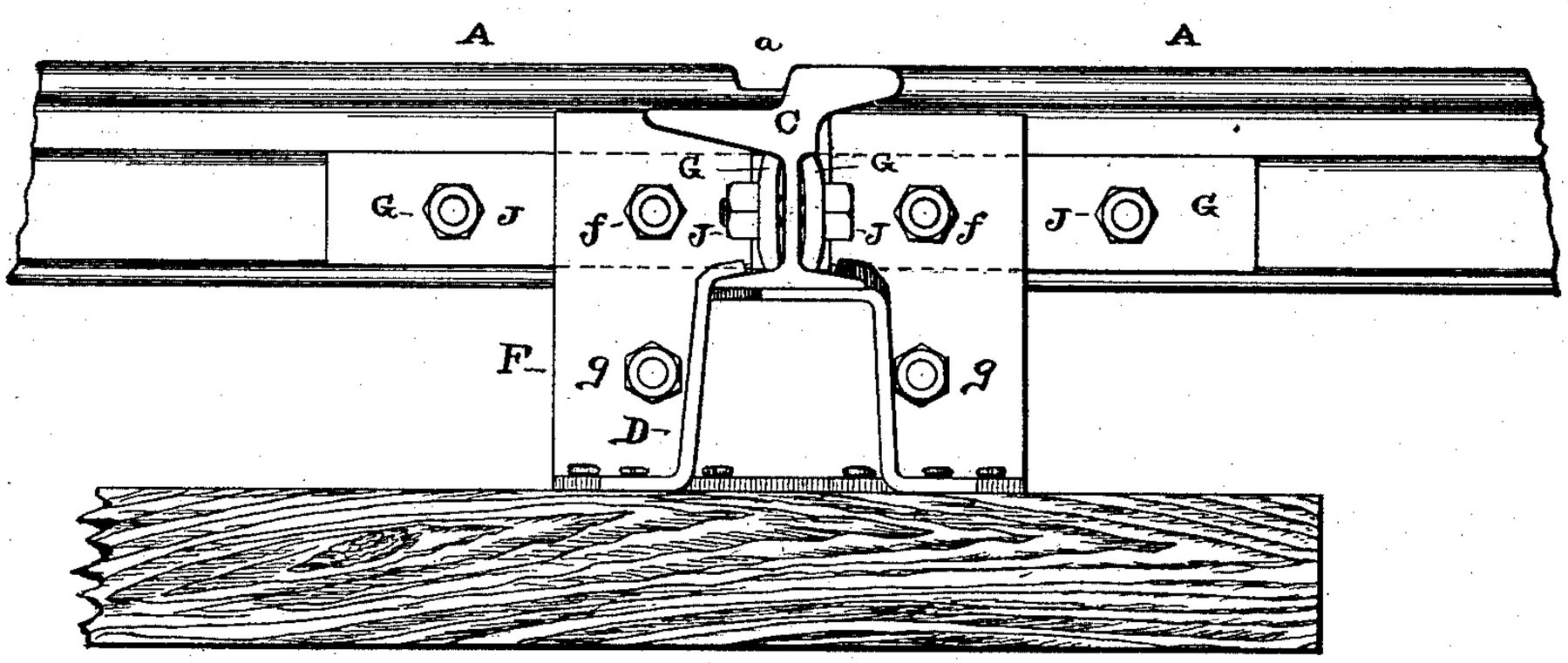
Fig 3



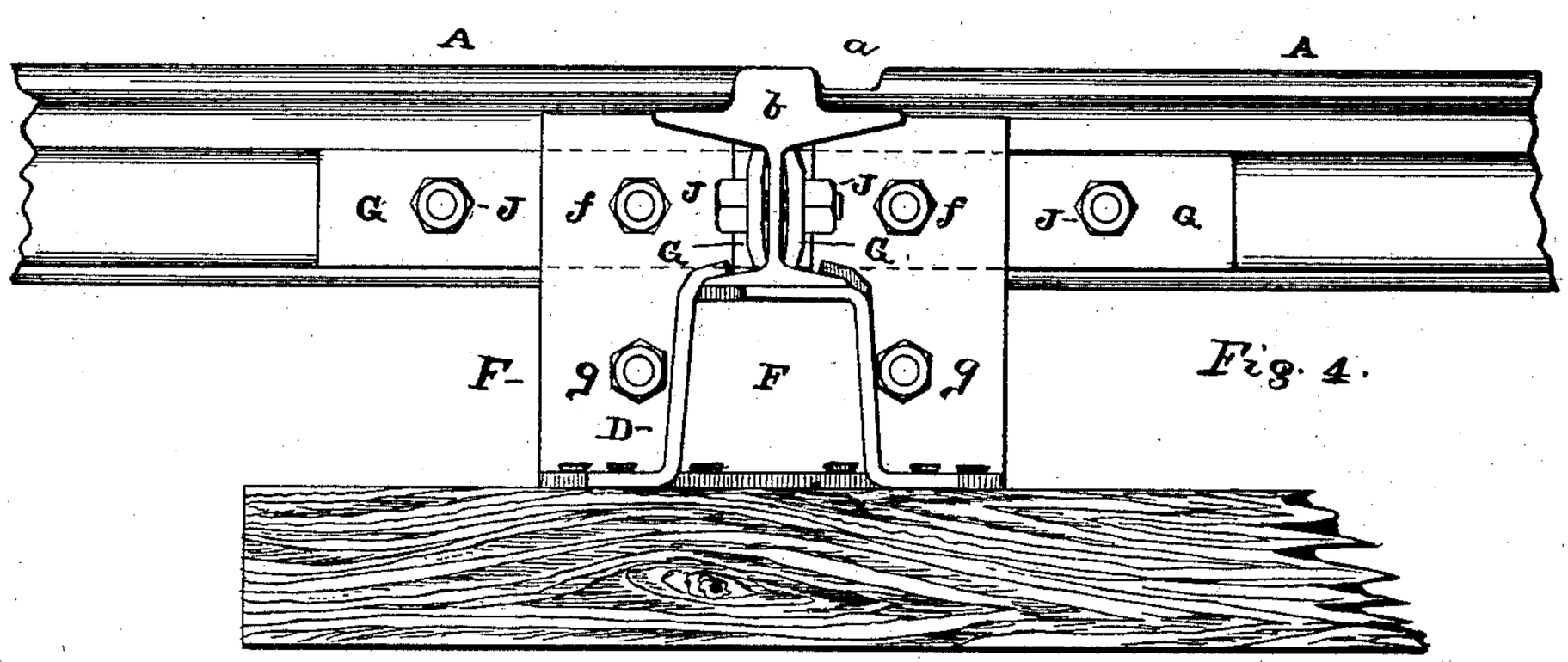


Fig. 4.

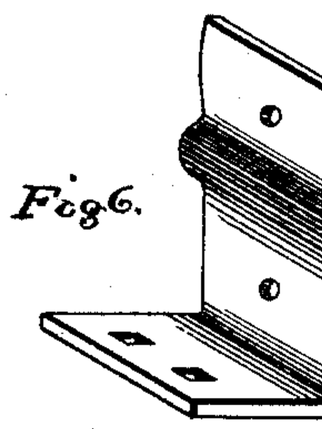


Fig 6.

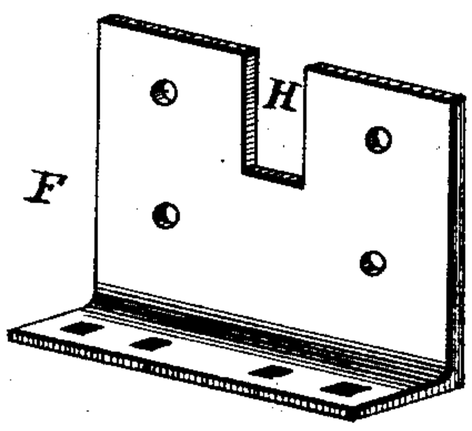


Fig. 5.

E

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ARTHUR J. MOXHAM, OF JOHNSTOWN, PENNSYLVANIA.

STREET-RAILROAD CROSSING.

SPECIFICATION forming part of Letters Patent No. 374,265, dated December 6, 1887.

Application filed March 29, 1887. Serial No. 232,917. (No model.)

To all whom it may concern:

Be it known that I, ARTHUR J. MOXHAM, of Johnstown, in the county of Cambria and State of Pennsylvania, have invented a new and useful Improvement in Street-Railroad Crossings, which invention is fully set forth and illustrated in the following specification and accompanying drawings.

The object of this invention is to make a crossing which shall consist of girder-rails for street-railroads; and it consists of the parts and combinations of parts, as hereinafter described and claimed.

Figure 1 illustrates in plan a crossing complete. Fig. 2 illustrates in side elevation the crossing shown in Fig. 1. Fig. 3 illustrates in end view the rail marked C in Fig. 1 as secured to one of its crossed rails A. Fig. 4 illustrates in end view the rail marked *b* in Fig. 1 as secured to one of its crossed rails A. Fig. 5 shows in perspective one-half of one form of chair used. Fig. 6 shows one-half of another form of chair used.

In said figures the several parts are indicated by letters, as below described.

The rails A A, Fig. 1, are shown as through-rails, though, if desirable for purposes of construction, they can be cut and jointed like the other rails. The side bearing-rail, C, is cut and continued on at *c c* on the other sides of the rail A. The center bearing-rail, B, is similarly cut and continued on at *b b* on the other sides of the rails A A. The angle-chairs F are cut away, as shown at H, Fig. 5, to permit the passage through them of the angled part of the splice-bars G. Said splice-bars G (shown in dotted lines behind the chairs F, and angled, as shown in Figs. 3 and 4,) are four in number to each splice, and connect the rails together at their several intersections.

The chairs F serve two purposes: First, to support the angled part of the splice-bars G. This can as well be done by two chairs, one on each side of the rail C, Fig. 3, or of rail *b*, Fig. 4; and, secondly, to re-enforce and connect the two splice-bars (one either side of said rails) as well as to support the rails themselves. The latter purpose can best be effected by the angle-chair shown. The bolts *f f* pass through the chairs, rails, and splice-bars, though as an alternative the splice-bars and chair can be riveted together, and these two, considered as one structure, bolted to the rails. The bolts J J, Figs. 3 and 4, pass through the angle-flanges of the splice-bars G and the webs of the rails only. The socket-bolts *g g* pass through and connect and tie together the lower part of the angle-chairs F.

The letter D indicates any ordinary form of box-chair or other chair, and E any ordinary form of splice-bar or any other chair supporting at other points the rest of the structure.

If desired, the rails, instead of being cut entirely through, can be checked or offset one across the other, as has long been practiced in railroad-crossings, and as is well known to the trade.

Grooves *a a* are cut through the heads of the crossing-rails to permit the passage of the car-wheels therethrough without jarring and wear of parts. The exact location of the cross-ties is not material. Such locations will obviously depend more particularly upon the particular crossing or structure of the crossing to which they are intended to be applied.

Having thus fully described my said improvement as of my invention, I claim—

1. In a street-railroad crossing, the combination of two angled splice-bars with an angled chair, whereby provision is made for tying intersecting rails together, substantially as and for the purposes set forth.

2. In a street-railroad crossing, a two-part chair, as F, secured to intersecting rails and provided with a slot, as H, substantially as and for the purposes set forth.

3. In a street-railroad crossing, a two-part chair, as F, made of two slotted and angled parts tied together by socket-bolts and to intersecting rails, substantially as and for the purposes set forth.

4. In a street-railroad crossing, in combination with intersecting rails, angled splice-bars, as G, and angled chairs, as F, all united by bolts, as *f*, *g*, and J, substantially as and for the purposes set forth.

ARTHUR J. MOXHAM.

Witnesses:
ROBT. W. WELCH,
W. E. HOOPES.