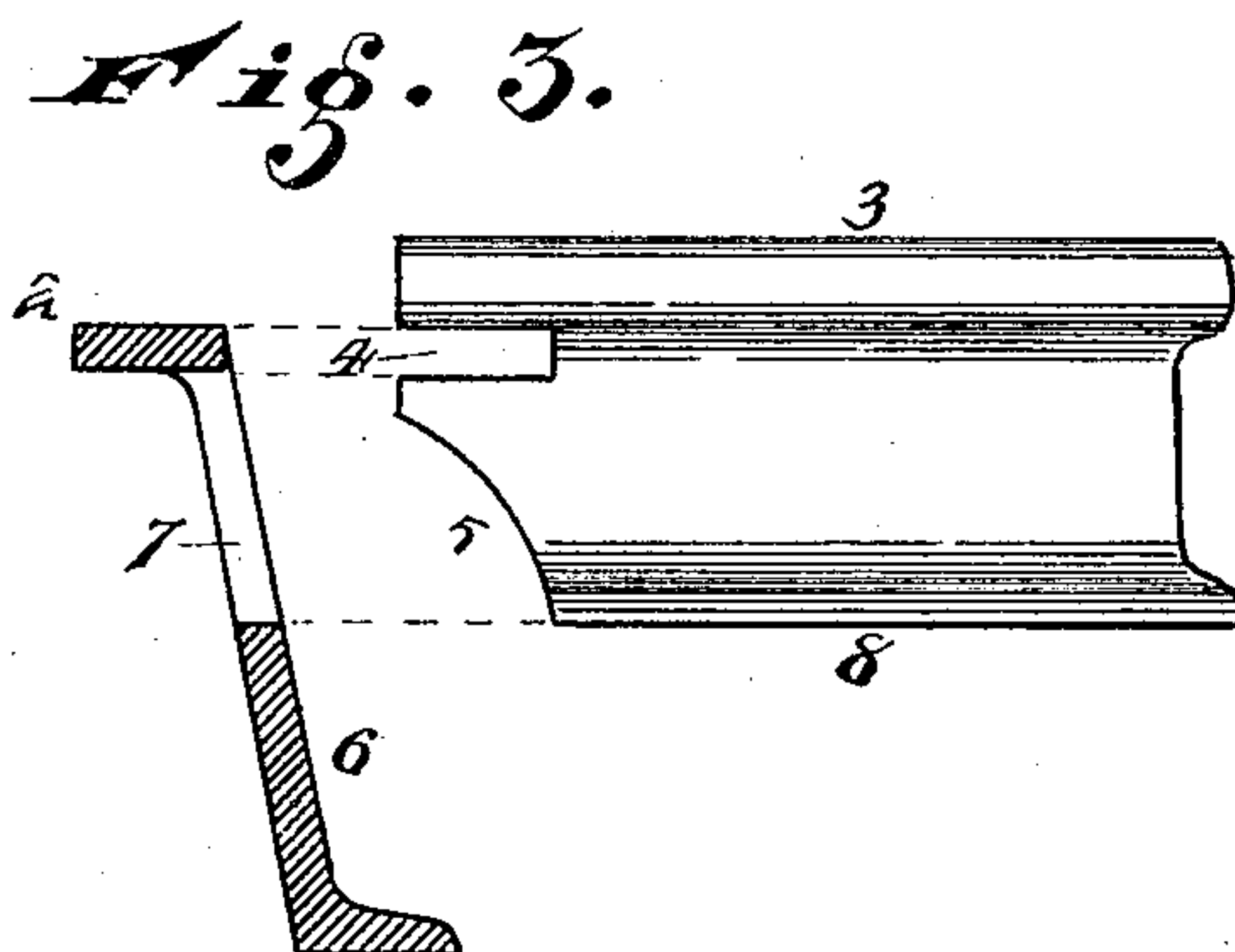
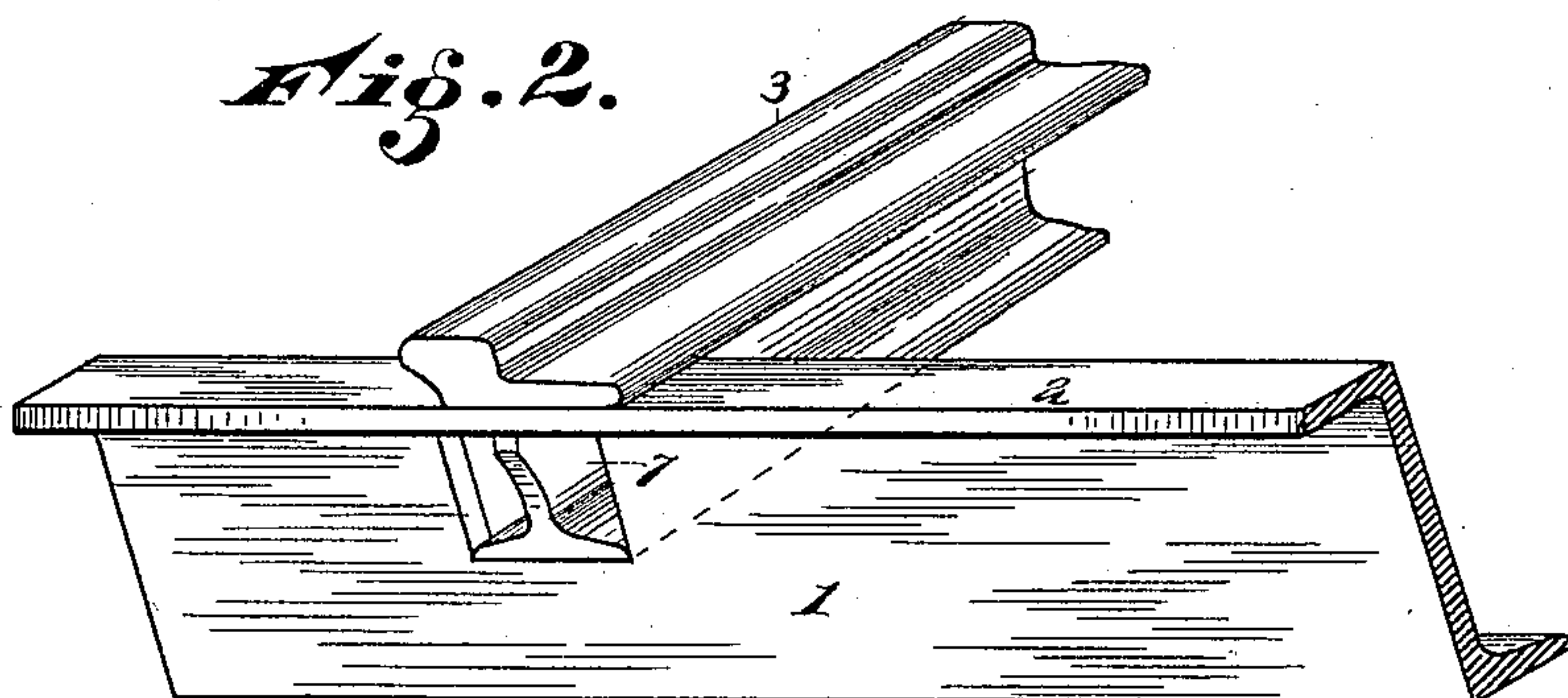
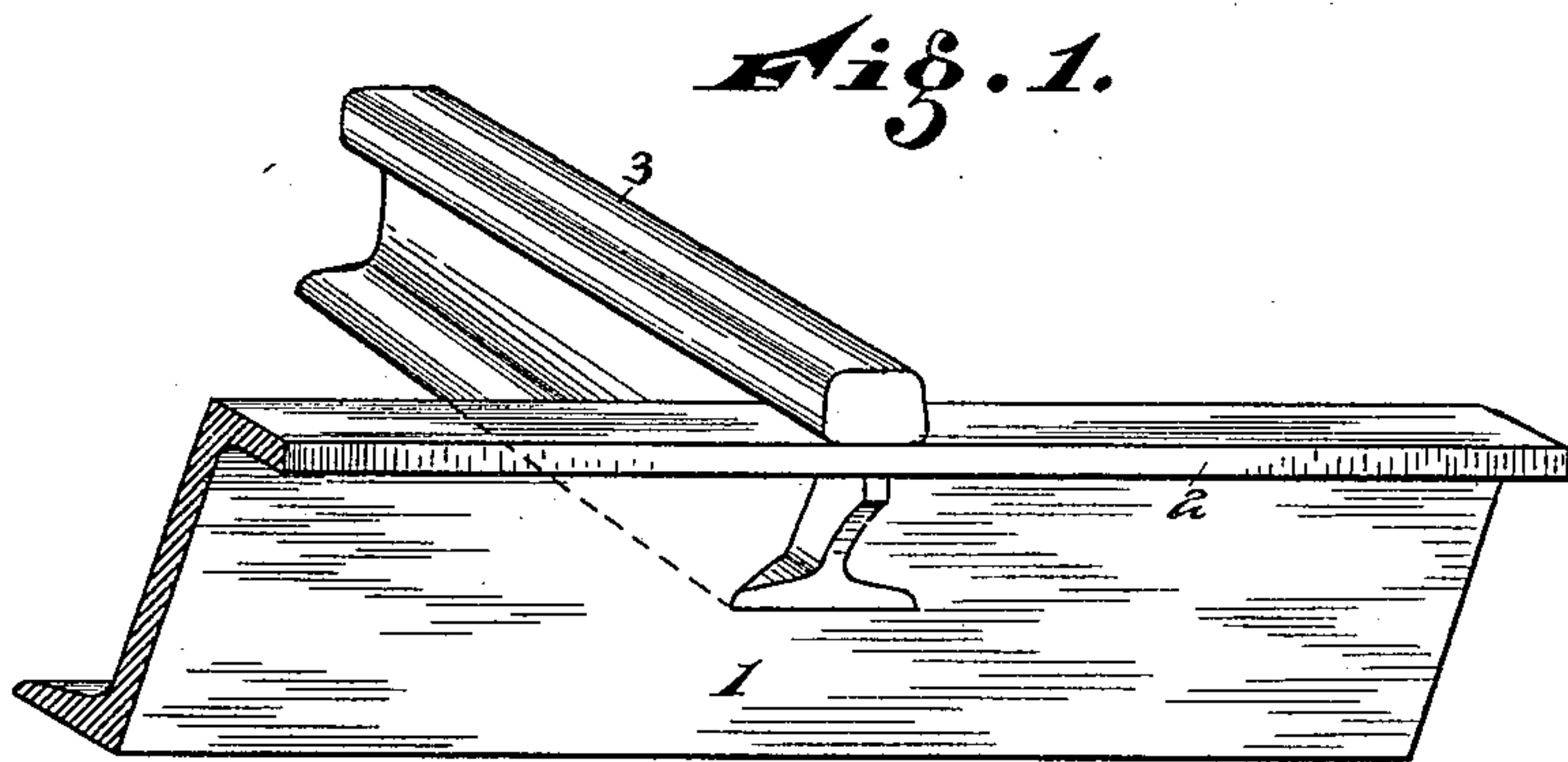


(No Model.)

F. C. WEIR.
CABLE RAILWAY CROSSING.

No. 398,106.

Patented Feb. 19, 1889.



Attest.
Walter Sims
F. Simmons

Inventor
Fredric C. Weir.
by Wood & Bazel
his Attorneys &c

UNITED STATES PATENT OFFICE.

FREDRIC C. WEIR, OF CINCINNATI, OHIO.

CABLE-RAILWAY CROSSING.

SPECIFICATION forming part of Letters Patent No. 398,106, dated February 19, 1889.

Application filed November 23, 1888. Serial No. 291,689. (No model.)

To all whom it may concern:

Be it known that I, FREDRIC C. WEIR, a citizen of the United States, and a resident of Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Cable-Railway Crossings, of which the following is a specification.

My invention relates to an improvement in a slot-rail crossing for cable railways.

The features of my invention are fully set forth in the description of the accompanying drawings, making a part of this specification, in which—

Figure 1 is a perspective sectional view of one of the slot and crossing rails in position. Fig. 2 is a reverse perspective view. Fig. 3 shows a detail sectional elevation of the crossing-rail and a sectional elevation of the slot-rail.

In constructing crossings for slot-rails of cable roads it is desirable to relieve the flange of the slot-rails from the strain. This is accomplished in one way by cutting out the slot-rail to receive some portion of the crossing-rail below the head of the rail which is not cut away.

The object of my invention is not only to relieve the head or top flange of the slot-rail from strains, but to use the crossing-rail for supporting the said head or flange. This is accomplished as follows:

1 represents the slot-rail; 2 the top flange; 3 the crossing-rail. The crossing-rail is slotted under the head, as shown at 4, Fig. 3, and the web and bottom flange of the crossing-rail are cut away, as shown at 5, so as to prevent the same from projecting too far into

the slot-rail in the way of the grip which passes between the two slot-rails.

6 represents the slot-rail, which is provided with gain 7, to receive the lower portion of the rail 3. The slot 4 in said rail 3 engages the head 2 of the slot-rail. The bottom flange, 8, of the crossing-rail 3 rests upon the bottom of the gain 7, so that all strain is removed from the head 2 of the slot-rail. These parts are preferably connected together, as shown in the application of Weir and Goldsmith, Serial No. 290,909, filed November 15, 1888.

I have shown in Fig. 1 the ordinary T-rail and in Fig. 2 the ordinary side girder-rail. In Fig. 1 the gain is cut out just to fit the web and bottom flange in the rail, while in Fig. 2 the gain is sufficiently wide to receive the flange of the rail. Either form may be employed.

Having described my invention, what I claim is—

1. In a cable-crossing, the crossing-rail 3, provided with slot 4, which embraces the head 2 of the slot-rail, substantially as herein specified.

2. The combination of the slot-rail 1, provided with mortise 7, formed below the head of the rail 2, and the crossing-rail 3, provided with slot 4, for embracing the head of the slot-rail and resting in said gain, substantially as herein specified.

In testimony whereof I have hereunto set my hand.

FREDRIC C. WEIR.

Witnesses:

T. SIMMONS,
J. WATSON SIMS.