

(No Model.)

2 Sheets—Sheet 1.

J. F. HUDEC.
RAILROAD RAIL CROSSING.

No. 445,781.

Patented Feb. 3, 1891.

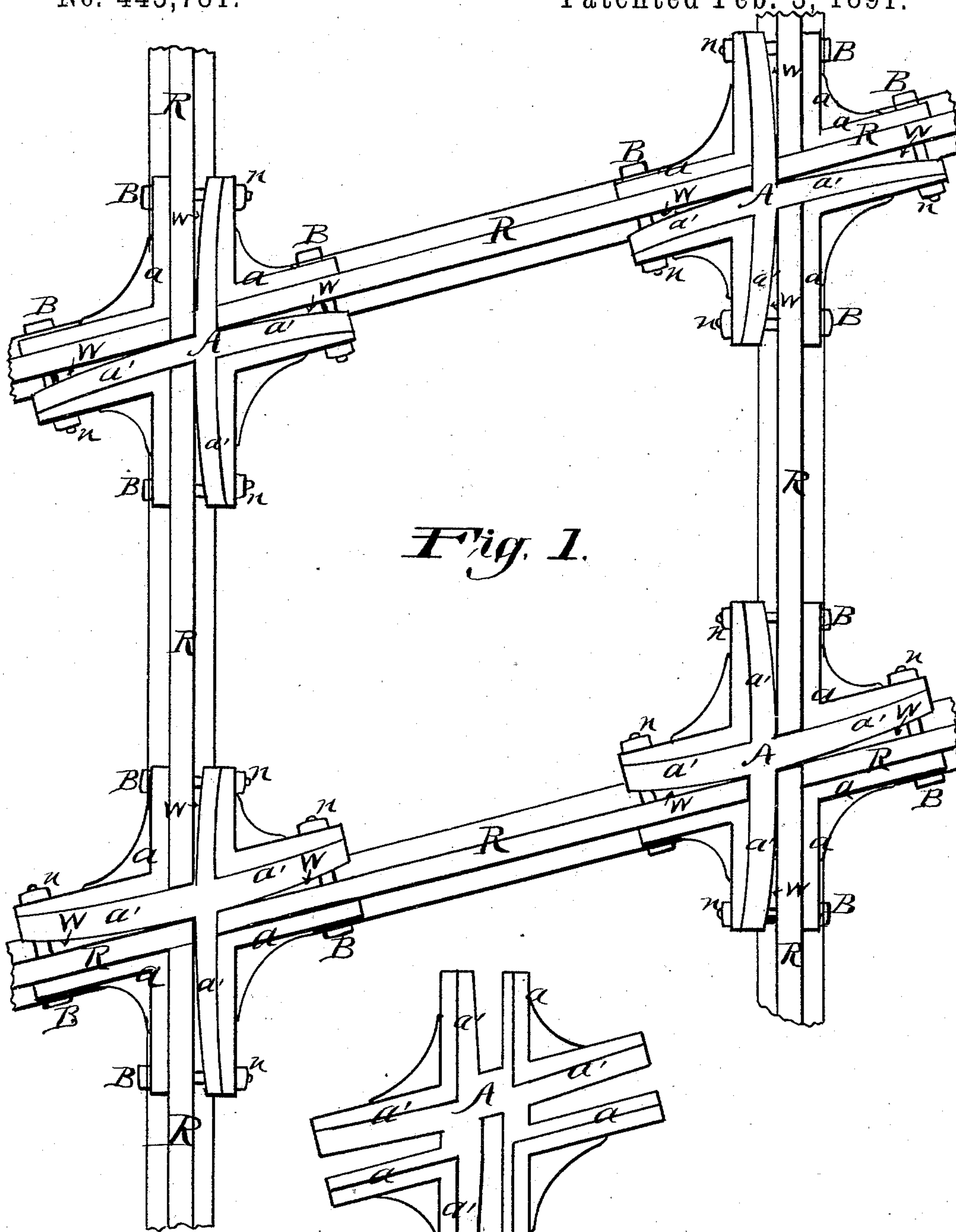


Fig. 1.

Fig. 2.

Witness.

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Vernon H. Burke

Inventor,

John F. Hudec,
By Geo. W. Tibbitts, Atty.

(No Model.)

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2 Sheets—Sheet 2.

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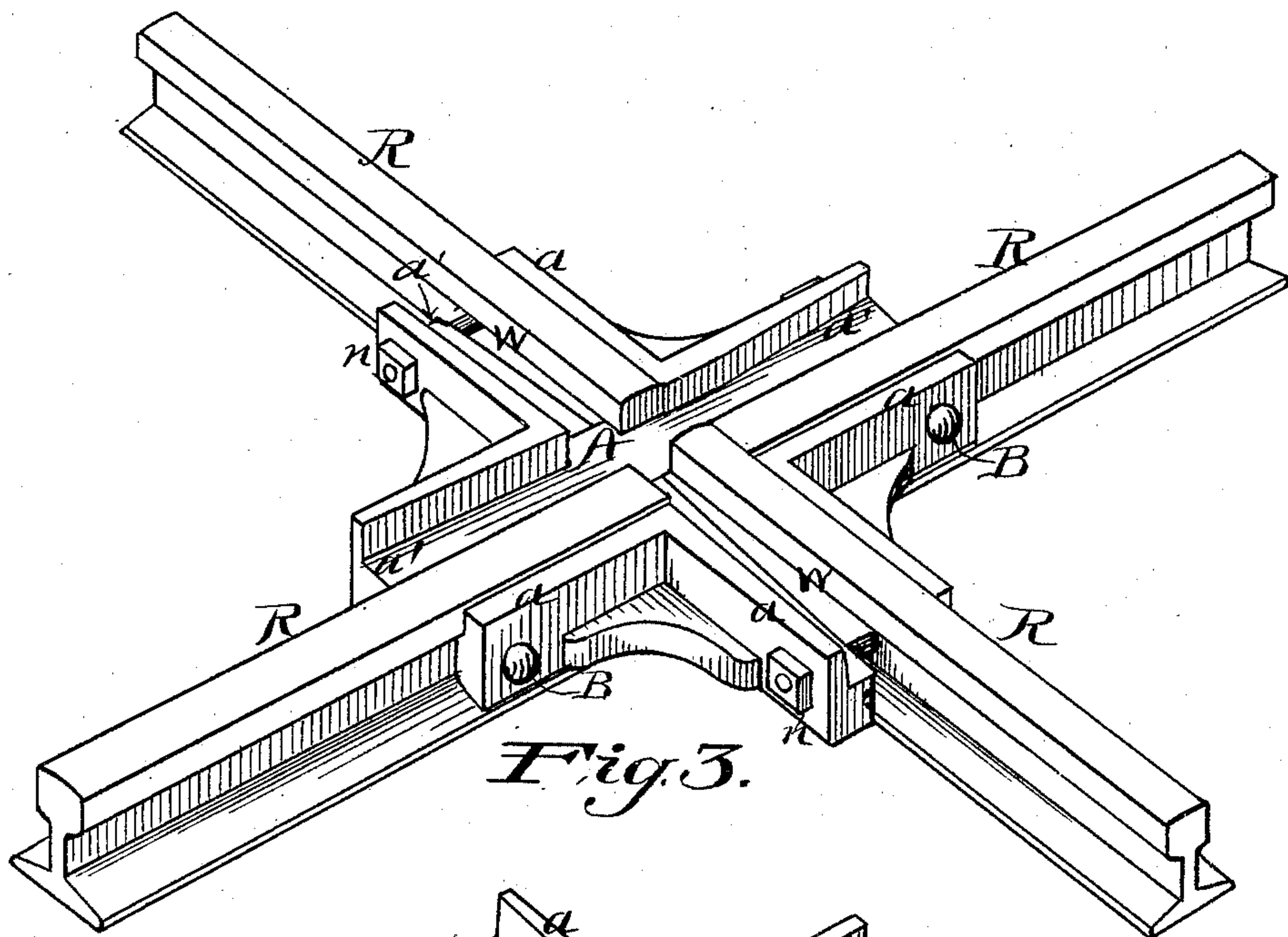


Fig. 3.

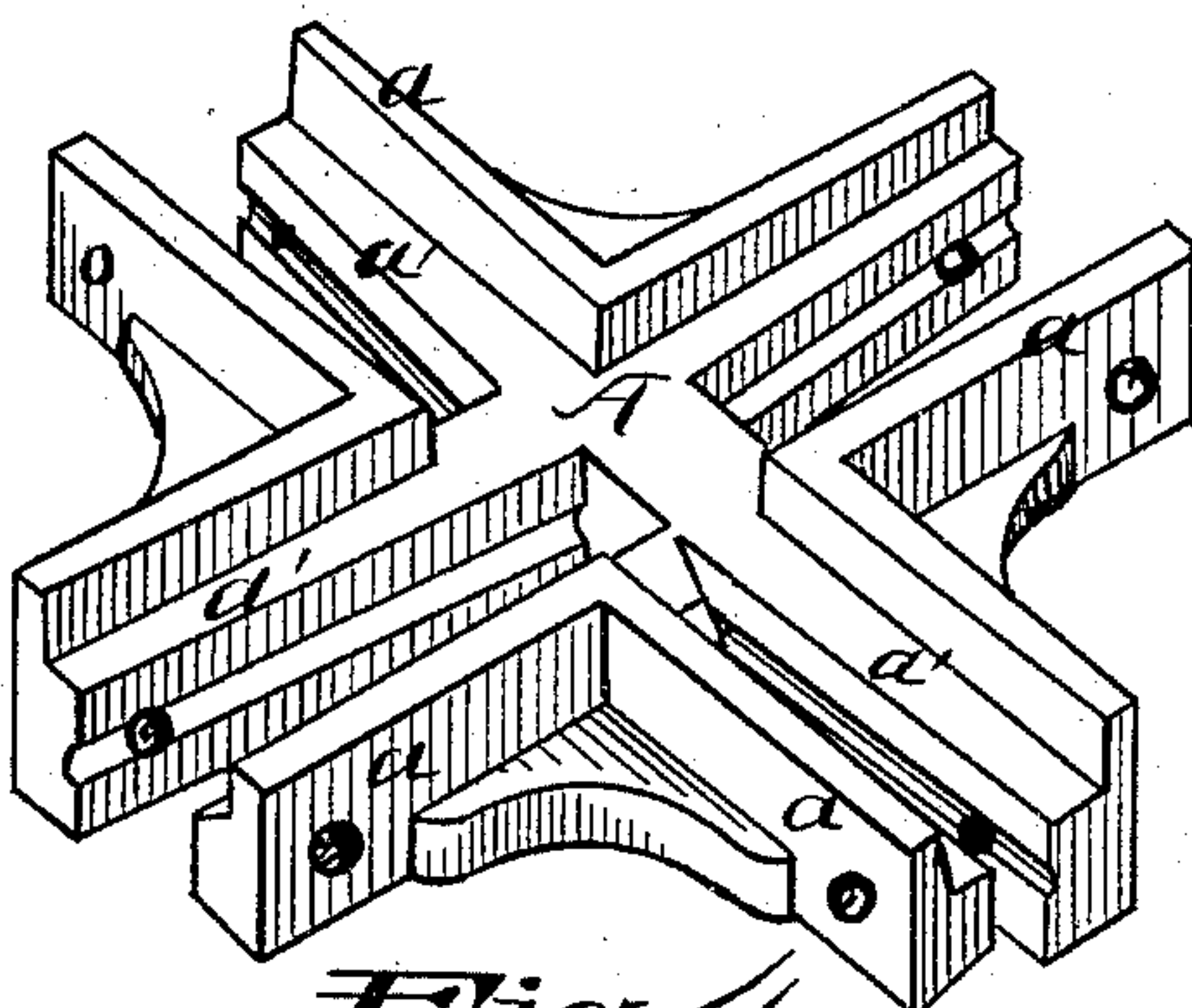


Fig. 4.

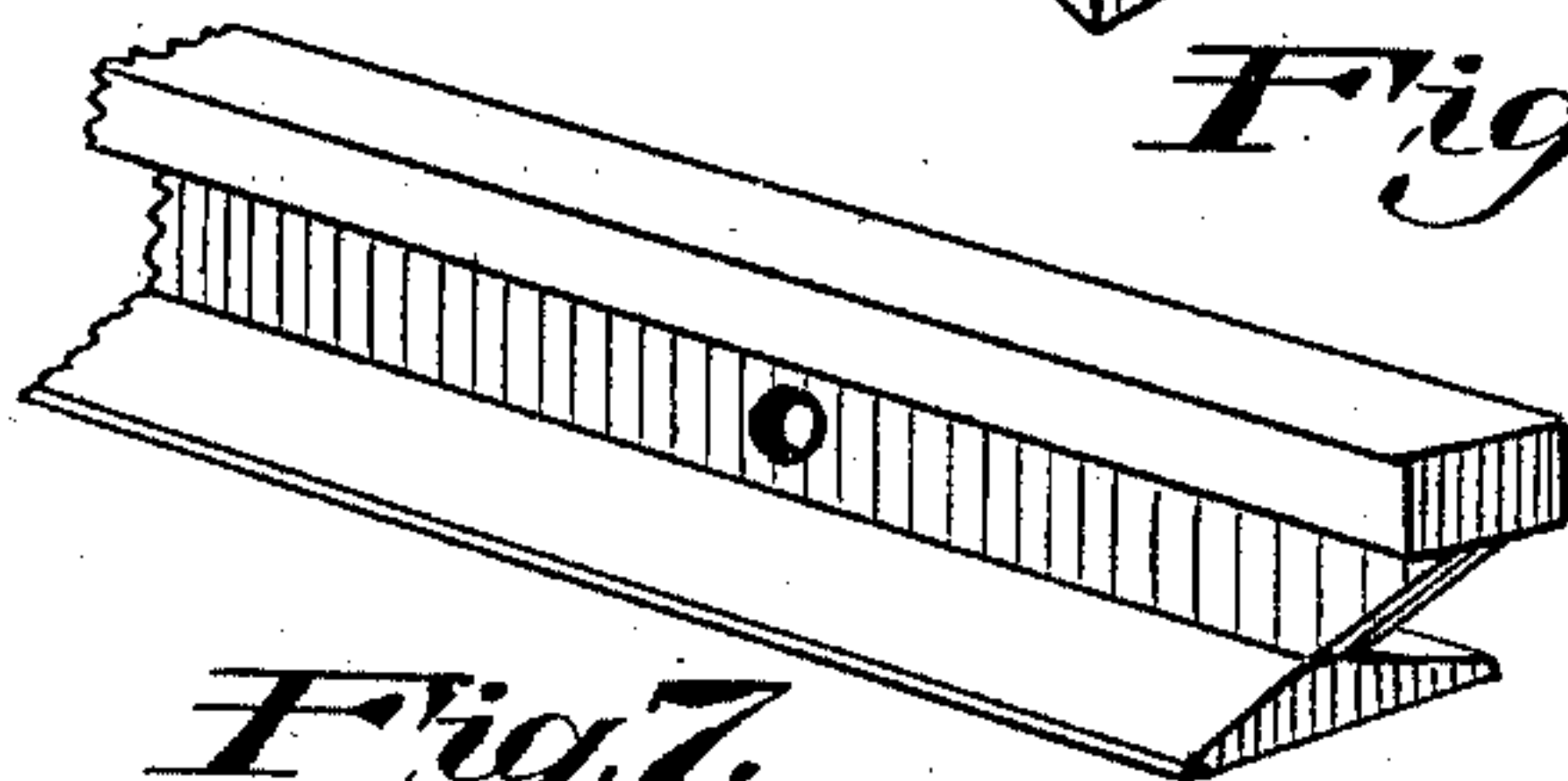


Fig. 7.

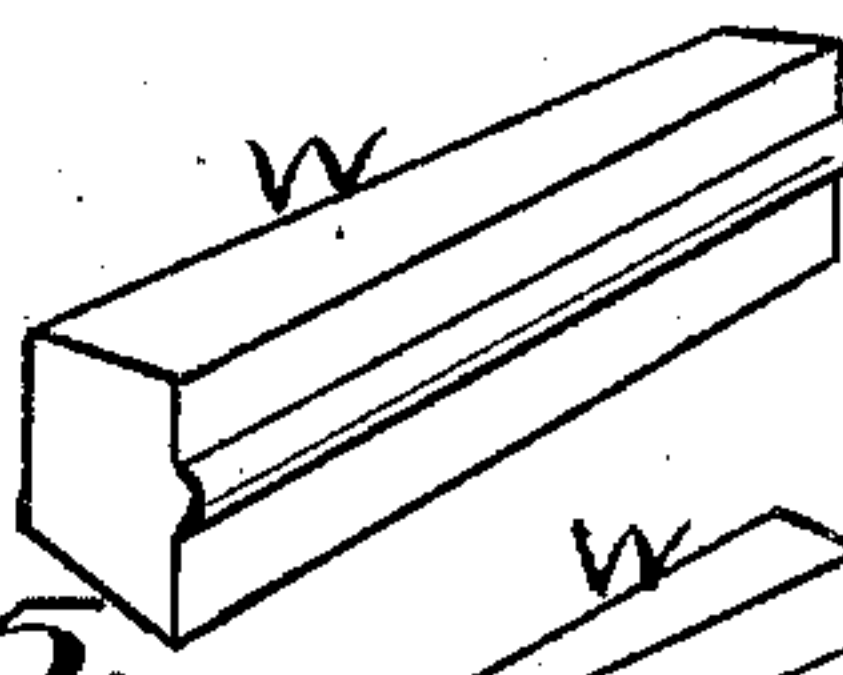


Fig. 5.

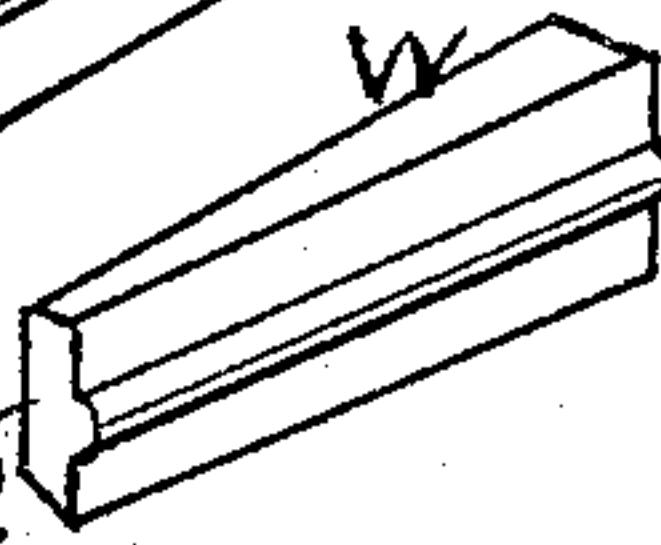


Fig. 6.

Witness,
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UNITED STATES PATENT OFFICE.

JOHN F. HUDEC, OF CLEVELAND, OHIO, ASSIGNOR OF ONE-THIRD TO ALBERT ROKNSEK, OF SAME PLACE.

RAILROAD-RAIL CROSSING.

SPECIFICATION forming part of Letters Patent No. 445,781, dated February 3, 1891.

Application filed March 21, 1890. Serial No. 344,693. (No model.)

To all whom it may concern:

Be it known that I, JOHN F. HUDEC, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Railroad-Rail Crossings, of which the following is a specification.

This invention relates to track-crossings for street or steam railroads; and it consists of wedges, in combination with the bifurcated branches of a union-chair constructed and applied for clamping the rails to the chair, substantially as hereinafter described, and pointed out in the claim.

In the accompanying drawings, Figure 1 is a plan view of a railroad-crossing embodying my invention. Fig. 2 is a plan view of the union-chair. Fig. 3 is a perspective view of the rail-crossing, showing my invention with rails secured thereto. Fig. 4 is a detached perspective view of the union. Figs. 5 and 6 are respectively two sizes of wedges employed for clamping the rails to the union-chair. Fig. 7 shows end of some of the rails where they join.

These unions are made in pairs or right and left hand, thus adapting them for the four rail-crossings. They may be made square or at any desired angle. Those shown in Figs. 1 and 2 are at an angle of seventy-eight degrees.

A in the several figures represents the union-chair, consisting of a cross-piece having four bifurcated branches, between which the ends of the rails R R R R are clamped in constructing the crossing. The outside halves *a a a* have inside ribs and beveled bottoms, which are fitted to lie on the lower flanges of the rails and bear against the side of the webs of the rails, and also under the projecting head of the rail-tread. These arms serve the same

as fish-plates and furnish a strong solid bearing for the ends of the rails. The inside halves of said branches have heavy grooved wedge-shaped ribs *a' a'*, and between these and the webs of the rails are driven wedges W W, which clamp the rails firmly against the outside halves. Bolts B B are inserted through holes in the said branches and webs of the rails, the holes in the inside halves *a' a'* being screw-threaded, so that the screws take hold in them, and on the projecting ends of the bolts are screwed nuts *n n*, as jam-nuts, to secure the bolts from turning. These bolts are put through the branches at the ends of the wedges and are designed as set-screws to hold the said wedges up to place and prevent their working loose. The wedges also have a rib on the side, which bears against the wedge-faced branch, which rest in the aforesaid grooves. This prevents the working up. The lower sides of said wedges also bear on the top of the rail-flanges.

These union-chairs are to be cast in one solid piece to make them strong and durable.

The ends of the rails may be beveled, as seen in Fig. 7, to bear against a corresponding bevel in the union for providing a protection to the end of the rail at the opening of the tread of the rails through the crossing.

Having described my invention, I claim as follows:

The wedges W W, in combination with the bifurcated branches of the chair, having ribs *a'*, and the rails R R, and the bolts B, constructed and applied for clamping the rails to the chair, substantially as and for the purpose specified.

JOHN F. HUDEC.

Witnesses:

F. C. FRIEND,

GEO. W. TIBBITTS.