

No. 685,979.

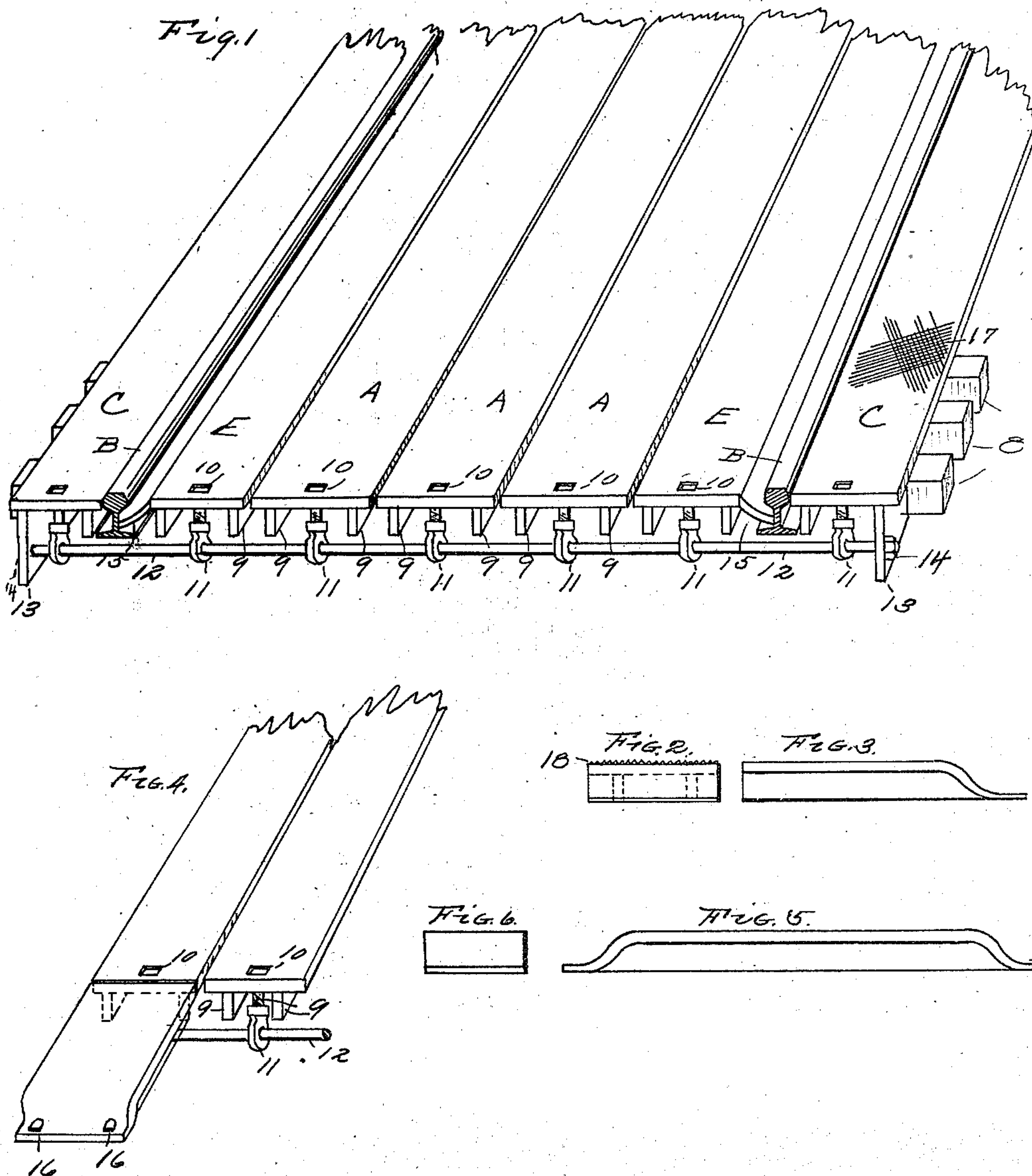
Patented Nov. 5, 1901.

G. A. FISHER.

METAL PLANK FOR RAILROAD CROSSINGS.

(Application filed July 8, 1901.)

(No Model.)



WITNESSES:

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GEORGE A. FISHER, OF LOGANSPORT, INDIANA.

METAL PLANK FOR RAILROAD-CROSSINGS.

SPECIFICATION forming part of Letters Patent No. 685,979, dated November 5, 1901.

Application filed July 8, 1901. Serial No. 67,386. (No model.)

To all whom it may concern:

Be it known that I, GEORGE A. FISHER, a citizen of the United States, residing at Logansport, in the county of Cass and State of Indiana, have invented a new and useful Metal Plank for Railroad-Crossings, of which the following is a specification.

The object of my invention is to provide a durable plank, thereby eliminating the necessity of frequent renewals of crossing-planks. I attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view showing the planks placed in position between and outside of the rails. Fig. 2 is a view showing an end extension-plank. Fig. 3 is a view showing a side elevation of an extension-plank. Fig. 4 shows the application of the end extension-plank to the long plank. Fig. 5 is a side elevation showing a continuous plank with tapered ends. Fig. 6 is an end view of the above plank.

The plank A is of metal and is cast at the foundry. The said planks are provided with sides 9. The object of these is to cause the surface of the plank to be elevated to a suitable height above the ties 8 or to suit the height of the rail B. To hold the planks in position and firmly on the ties 8, the bolts 10 are provided at each end of the plank. Each bolt has an adjustable eye or nut with a round hole in it. Through the said nut 11 a suitable iron rod 12 is passed. This rod 12 after passing through the nuts 11 is also passed under the rails B and thence through the projected side 13 of the plank C and provided with a nut 14, thereby providing means to draw the planks C firmly against the rails B. The planks E are provided with curved flanges 15. The object of this is to prevent hoofs of the horses from becoming fastened in between the rail and plank. Before the rod 12 is put through the nuts 11 the said nuts are lined up to the same level and then the rods inserted.

Where a very long crossing-plank is necessary, I have provided an end extension-plank, as shown in Figs. 2, 3, and 4. The said plank is tapered at one end and is held in position by the spikes 16. I also reserve the right to use a plank having tapered ends, as shown in Figs. 5 and 6, and the said tapered ends being part of the plank itself and adapted to be held by spikes 16 or a rod similar to rod 12.

The above plank will be used only where crossings are narrow and planks not to be of unusual length.

To lessen the chances of any animal from slipping while passing over the crossing, I have arranged to have the surface of the planks roughened or cross-hatched, as shown partly at 17 in Fig. 1 and at 18 in Fig. 2.

The same planks may be used to any rail without regard to height by using liners between the cross-ties and planks and the bolts being lengthened out.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. As an improved article of manufacture a metal plank for railroad-crossings, formed with depending sides and provided with depending holding means at the ends, as set forth.

2. A metal plank for railroad-crossings, provided with depending sides 9, holding means 10 disposed between said sides, and tapered ends adapted to receive securing means, substantially as described.

3. The combination of plank A, the plank C, the plank E and the interposed rail B, the said planks being provided with sides 9, with the adjustable eyebolts, the said eyebolts being adapted to receive the rod 12 thereby providing means to adjust and tighten the said planks, substantially as described.

GEORGE A. FISHER.

Witnesses:

E. A. GORDON,
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