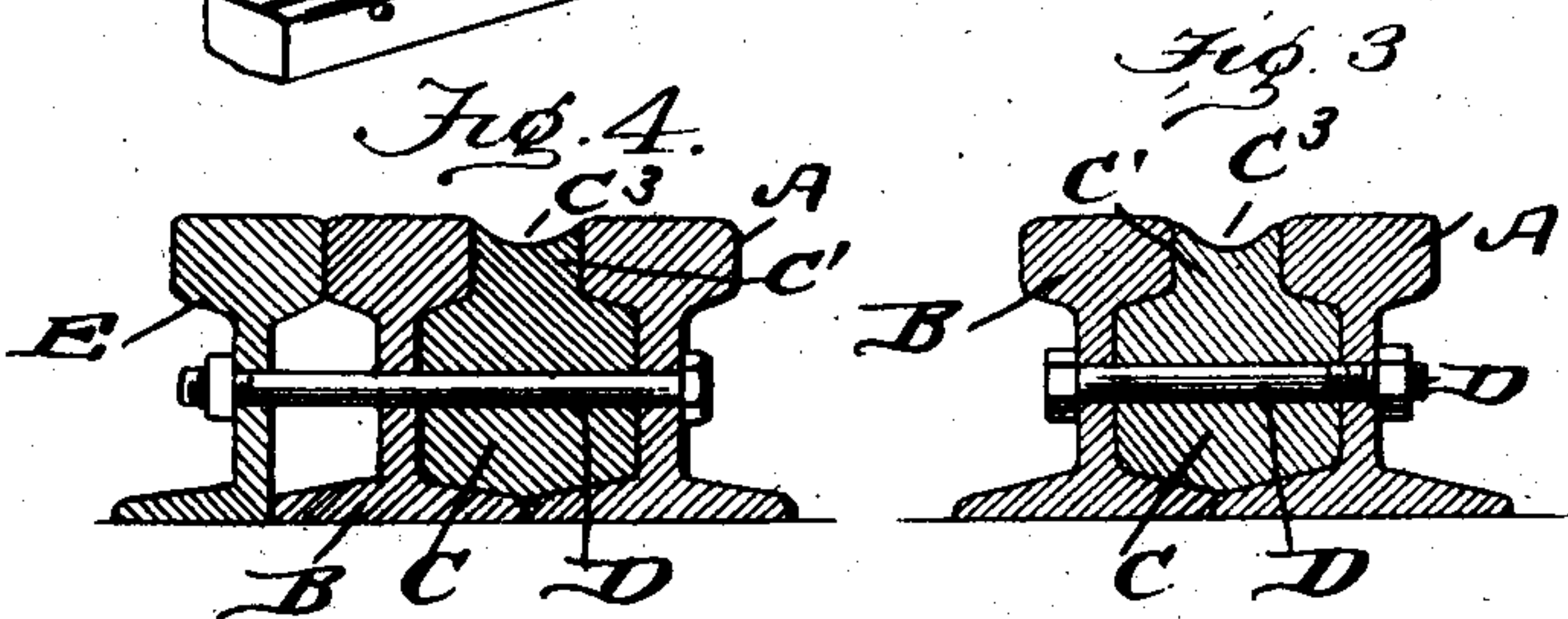
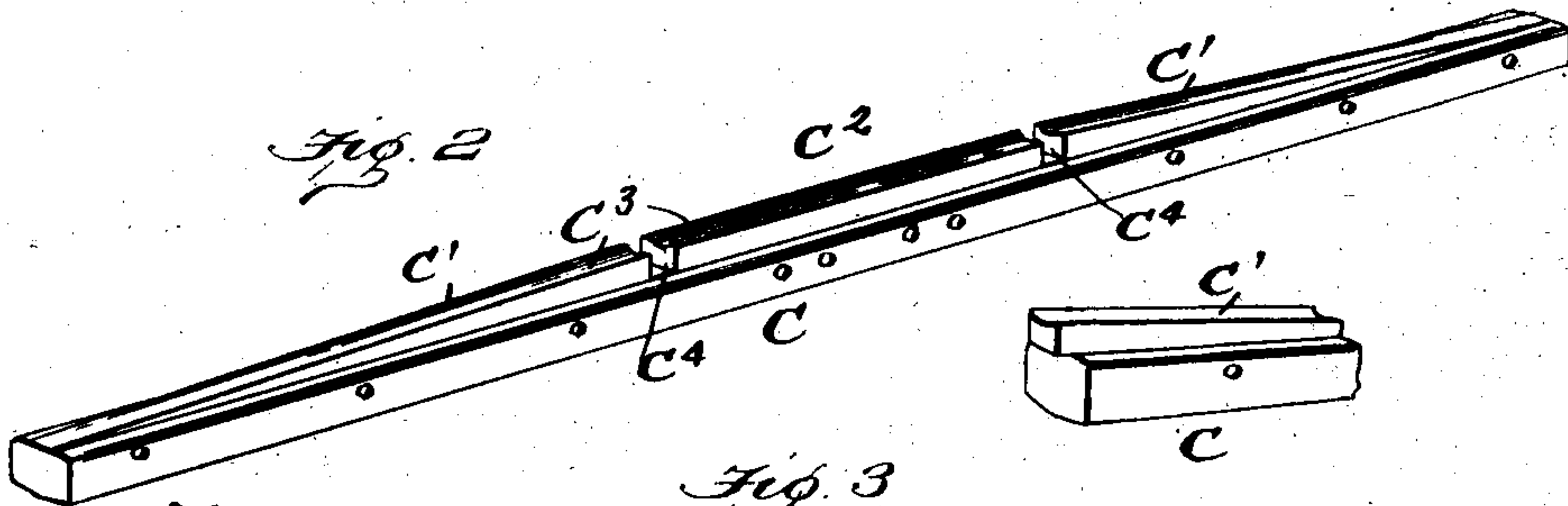
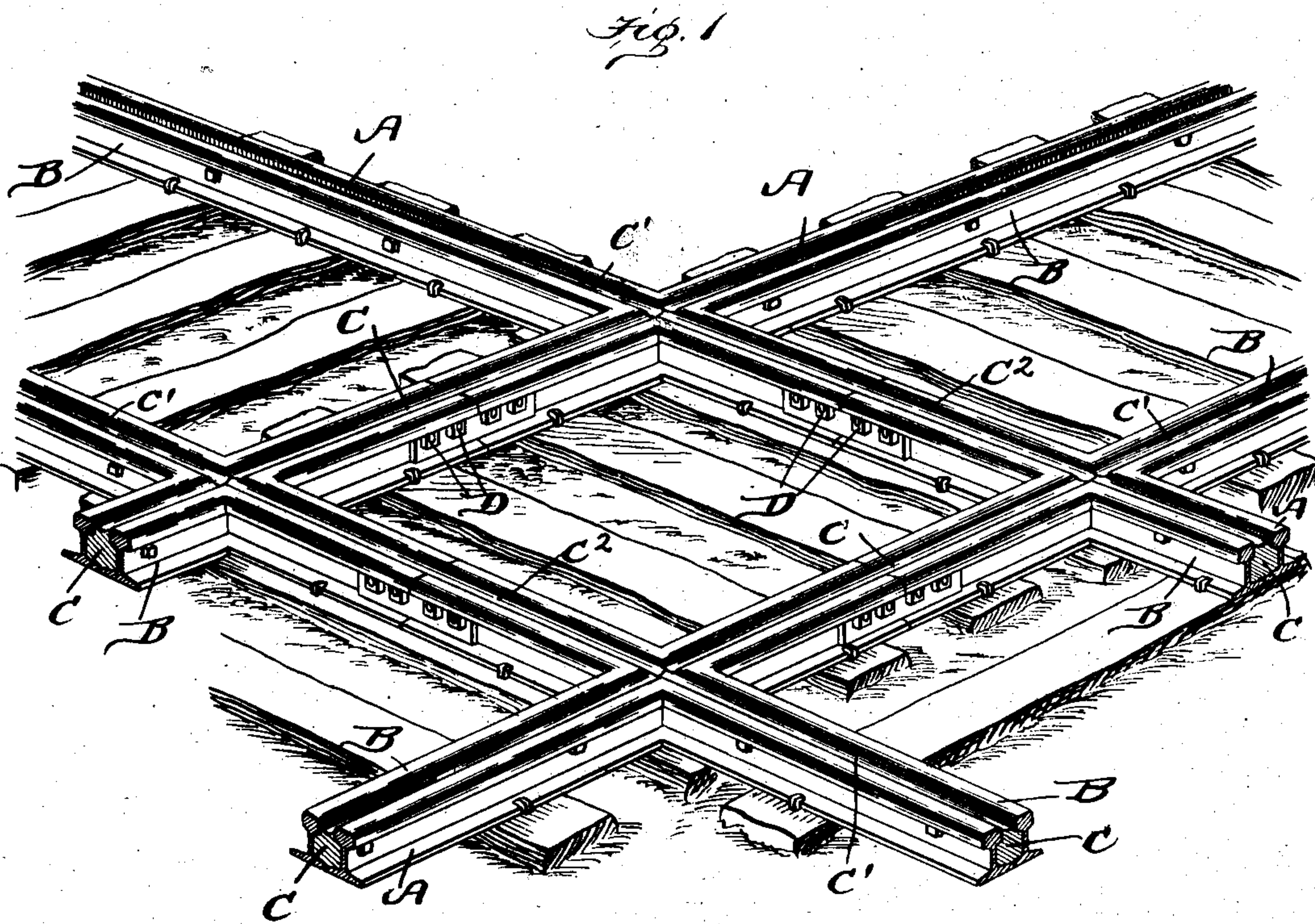


No. 758,964.

PATENTED MAY 3, 1904.

H. E. GREEN.
RAILROAD CROSSING.
APPLICATION FILED AUG. 22, 1903.

NO MODEL.



Inventor

H. E. Green.

Witnesses

M. S. Klengel.
Clarence Shaw.

By

James H. Brock

Attorneys

UNITED STATES PATENT OFFICE.

HADLEY E. GREEN, OF INDIANAPOLIS, INDIANA.

RAILROAD-CROSSING.

SPECIFICATION forming part of Letters Patent No. 758,964, dated May 3, 1904.

Application filed August 22, 1903. Serial No. 170,443. (No model.)

To all whom it may concern:

Be it known that I, HADLEY E. GREEN, a citizen of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented a new and useful Railroad-Crossing, of which the following is a specification.

My invention is an improvement in railroad-crossings, and has for its object a continuous crossing, obviating the injurious jar caused by the wheel jumping the flangeway formed at the crossing-juncture of two rails. This object is accomplished by providing at the crossing a flange-rail which gradually takes the weight on the flange and returns it again to the tread of the wheel after the flangeway has been passed.

My invention consists in providing at a crossing a triple system of rails—that is, the usual tread-rail, a guiding flange-rail, and between these two a flange-rail concave in cross-section and adapted to gradually receive the flange of the wheel to support said flange as the tread jumps the flangeway of the crossing-rail and to gradually relieve itself of the weight of the flange and return the weight to the tread of the wheel after the crossing has been passed.

My invention consists also in the novel features of construction and combination of parts hereinafter described, particularly pointed out in the claim, and shown in the accompanying drawings, in which—

Figure 1 is a perspective view of my crossing. Fig. 2 is a perspective view of a flange-rail. Fig. 3 is a cross-sectional view of the rails in position. Fig. 4 is a cross-section showing an additional strengthening-rail added.

In the drawings, A represents the main or tread rail. At the crossing there is arranged adjacent and on the inside of the tread-rail a flange guide-rail B, the base of which contacts with the base of the tread-rail. These are the usual T-shaped rails. Fitting snugly between these two rails, bearing evenly on their bases

and against their adjacent side portions, is the base C of the flange-rail. This base carries a central portion C', which gradually rises from the ends of the rail toward the central portion C². The upper surface of this rail is concaved, as shown at C³. At a crossing four of these rails are used, two on each track, and two of them will be notched, as shown at C⁴, into which notched portions will fit the portion C' of the other two. There will thus be formed a continuous flange-rail overlapping the broken main rails. As the wheels approach the crossing the flanges will ride on the concaved portion of the rail, and thus support the wheel while the tread is passing the flangeway of the rail crossed. As soon as the crossing is passed the inclination of the portion C' will gradually throw the weight on the tread of the wheel. In constructing this crossing the rails A, B, and C are secured by the same bolts, as shown at D.

When desired, a fourth strengthening-rail E can be bolted adjacent the rails A, as shown in Fig. 4.

It will be obvious from the above description and from the drawings that there will be no jar as the train passes the crossing.

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

A railroad-crossing comprising the main and guide rails, a flange-rail having the continuous base C, arranged between and supported by the bases of the main and guide rails, the longitudinal central raised portion C', having the intermediate portion C², adapted to support the flange of a wheel, and inclining downwardly to the base on each side of the intermediate portion, the said central portion having a concaved upper face adapted to receive the wheel-flange.

HADLEY E. GREEN.

Witnesses:

GEORGE J. YOKE,
SAMUEL DOWDEN.