

No. 812,794.

PATENTED FEB. 13, 1906.

F. L. KEIM.  
MOVABLE POINT RAILWAY CROSSING.  
APPLICATION FILED NOV. 10, 1905.

Fig. 1.

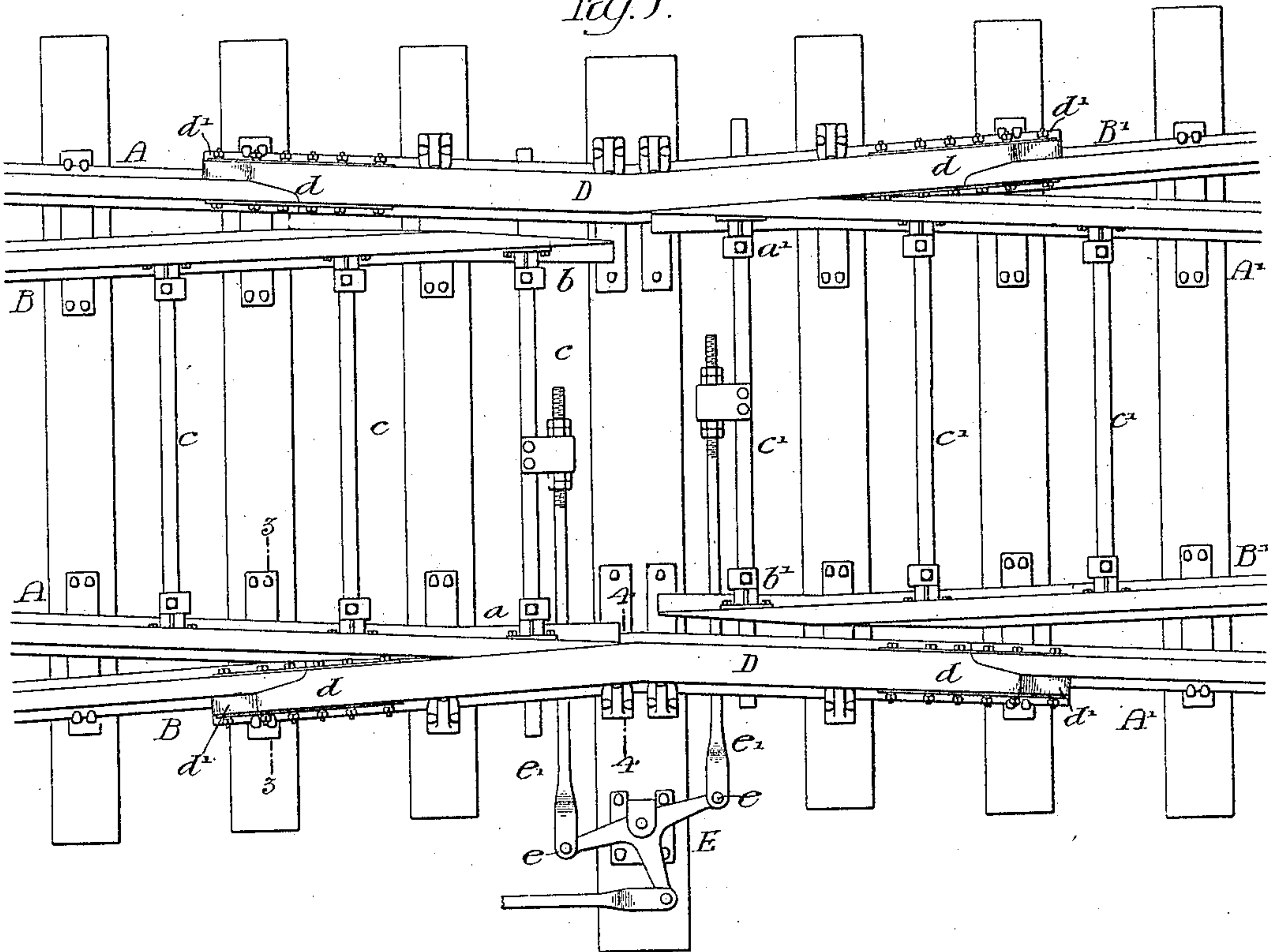


Fig. 3.

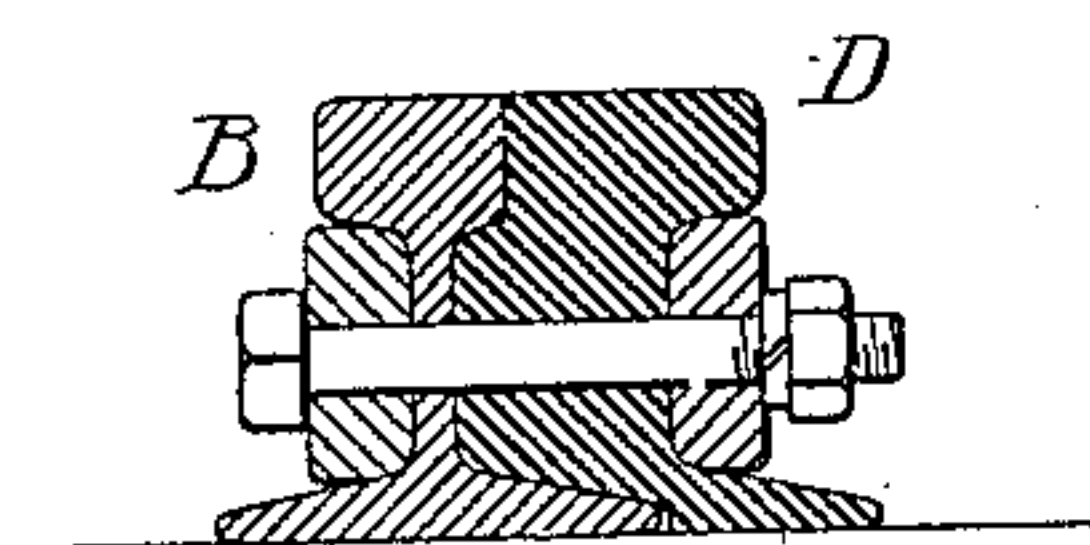


Fig. 4.

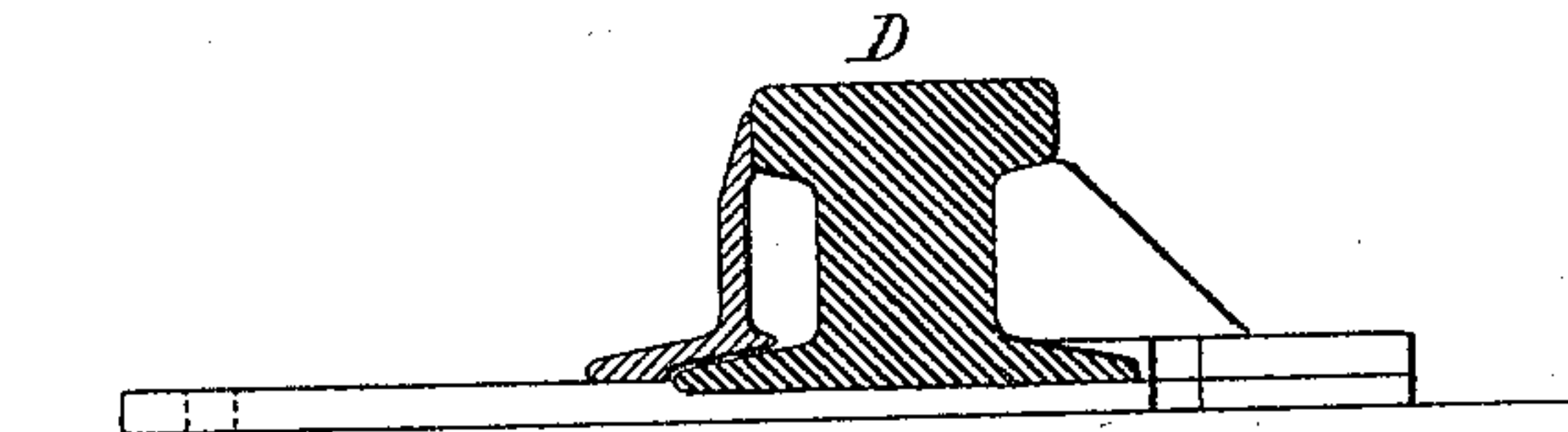
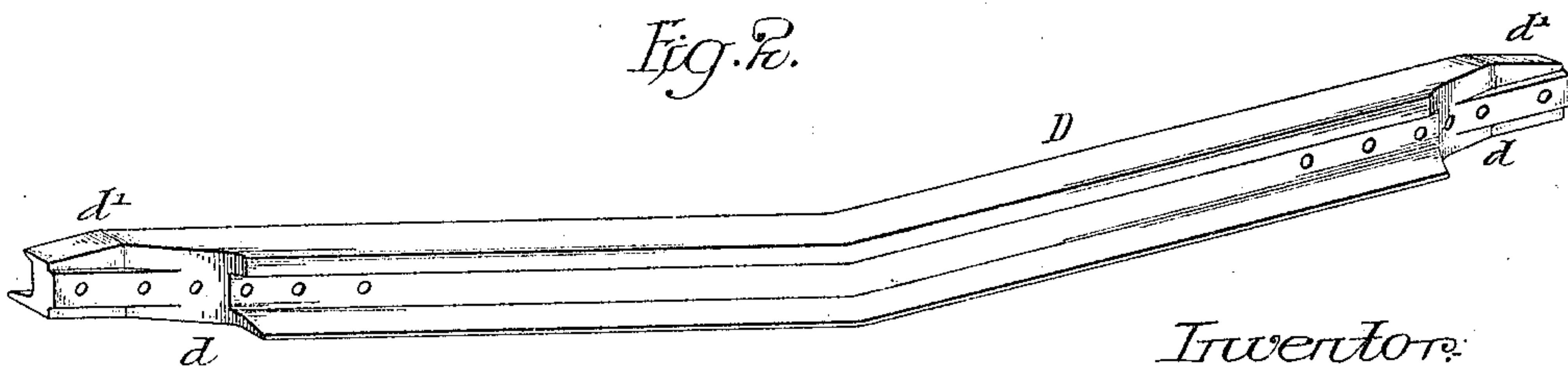


Fig. 2.



Witnesses:  
Kamilton D. Turner  
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Inventor:  
Frank L. Keim.  
by his Attorneys,  
Howson & Howson



# UNITED STATES PATENT OFFICE.

FRANK L. KEIM, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO  
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## MOVABLE-POINT RAILWAY-CROSSING.

No. 812,794.

Specification of Letters Patent.

Patented Feb. 13, 1906.

Application filed November 10, 1905. Serial No. 286,710.

*To all whom it may concern:*

Be it known that I, FRANK L. KEIM, a citizen of the United States, residing in Philadelphia, Pennsylvania, have invented certain  
5 Improvements in Movable-Point Railway-Crossings, of which the following is a specification.

The object of my invention is to prevent the rapid wearing away or grooving of the  
10 stock-rails on this type of crossing, and this object I attain by making a substantial section of hard material, such as manganese steel, which will not only increase the life of the crossing parts, but will also strengthen  
15 the structure. This I accomplish in the following manner, reference being had to the accompanying drawings, in which—

Figure 1 is a plan view of my improved movable-point crossing. Fig. 2 is a detached perspective view of one of the stock-rails. Fig. 3 is a sectional view on the line 3  
20 3, Fig. 1; and Fig. 4 is a sectional view on the line 4 4, Fig. 1.

A A' are the rails of the main track.  
25 B B' are the rails of the crossover-track.  
a a' and b b' are the movable points. The points a and b are connected by tie-rods c, and the points a' and b' are connected by tie-rods c', and these point-rails are moved by  
30 the lever E, having arms e e, connected by rods e' e' to the tie-rods c and c', respectively, and the lever is actuated by any means desired.

D D are the hard-metal stock-rails having  
35 wide heads to receive the full tread of the car-wheel and made of metal hard enough to prevent the "false flanges" of the hollowed-out worn wheels under heavy traffic cutting into the surface. These stock-rails are preferably made of manganese steel.

The stock-rails are shaped to the desired angle and recessed at each end d d for the reception of the ends of the adjoining rails of the tracks. The ends of the stock-rails are  
45 inclined at d' d', so as to lift the overhanging tread of the car-wheels up onto the head of the stock-rails, and these ends also serve to rigidly connect the adjoining track-rails to the stock-rails, bolts or other fastenings being  
50 used with or without the usual fish-plate.

The base of the stock-rails D D may be flanged, as shown in the drawings, and be fastened to the ties in the same manner as ordinary rails; but as the stock-rails are much

heavier than the ordinary rails they make a  
55 very strong and substantial crossing structure.

In some instances the movable-point sections a a' and b b' may also be made of hard metal, such as manganese steel, and be secured to the track-rails in any suitable manner.  
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I claim as my invention—

1. A movable-point railway-crossing having a stock-rail with an extension at each end forming a recess at each end for the reception of the respective adjoining track-rails, substantially as described.  
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2. A movable-point railway-crossing having a stock-rail with a wide head and with an extension at each end forming a recess at each end for the reception of the respective adjoining track-rails, substantially as described.  
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3. A movable-point railway-crossing having a stock-rail made of hard metal with an extension at each end forming a recess at each end for the reception of the respective adjoining track-rails, substantially as described.  
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4. The combination in a movable-point railway-crossing, of hard-metal stock-rails shaped to the angle desired and recessed at the ends so as to be coupled in line with the adjoining rails of the track, with movable-point rails, and means for shifting said point-rails to and from the stock-rails, substantially as described.  
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5. The combination in a movable-point railway-crossing, of the track-rails, stock-rails one at each side of the track arranged to align with the track-rails and shaped to the angle desired, movable-point rails, and means for shifting the said point-rails to and from the stock-rails, the said stock-rails having an extension at each end forming a recess at each end for the reception of the respective adjoining track-rails, the ends of said extensions being beveled, substantially as described.  
90 95 100

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

FRANK L. KEIM.

Witnesses:

HENRY HOWSON,  
JOS. H. KLEIN.