

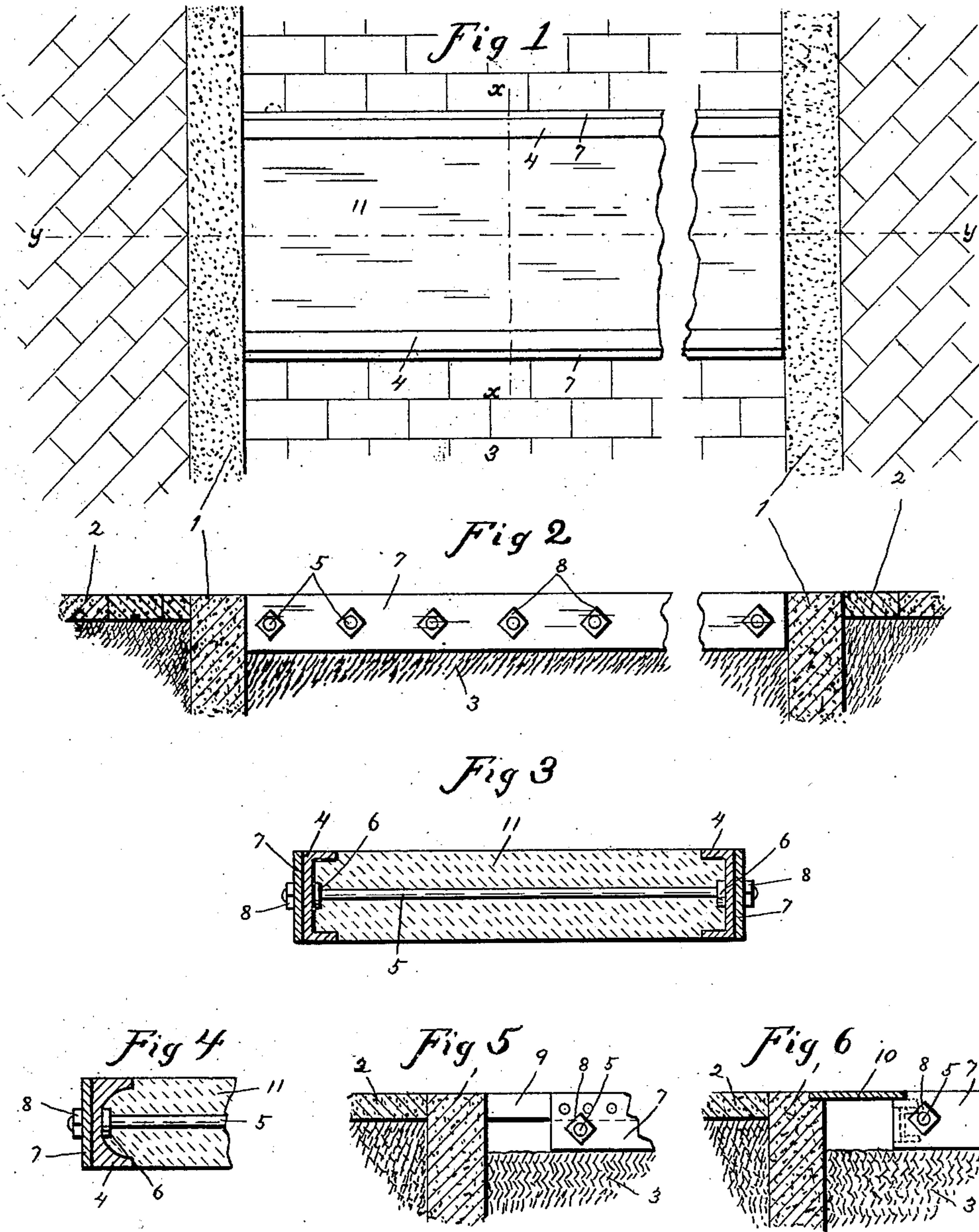
S. B. MINNICH.

STREET CROSSING.

APPLICATION FILED MAY 4, 1908.

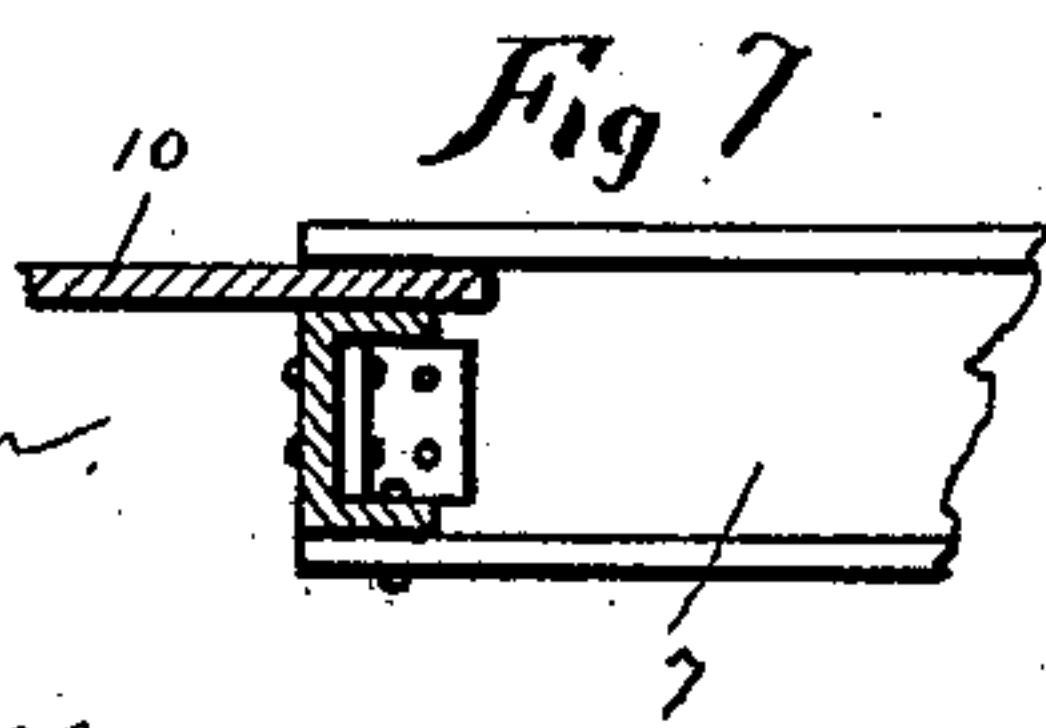
910,705.

Patented Jan. 26, 1909.



WITNESSES:

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STREET-CROSSING.

No. 910,705.

Specification of Letters Patent.

Patented Jan. 26, 1909.

Application filed May 4, 1908. Serial No. 430,840.

To all whom it may concern:

Be it known that I, SIMON B. MINNICH, a citizen of the United States, residing at Landisville, in the county of Lancaster and State of Pennsylvania, have invented certain new and useful Improvements in Street-Crossings, of which the following is a specification, reference being had therein to the accompanying drawing.

My invention relates to improvements in street crossings, of that class which are constructed of cement or concrete, and protected and reinforced by metal or other suitable material.

The objects of the invention are to produce a durable, cheap and efficient crossing that may be readily constructed and laid, and that is so designed that heavy vehicles will not crack or crumble the edges in passing over it, and it may be level or slightly rounded to conform to the grade of the street from curb to curb.

Another object of the invention is that it may be laid in one continuous piece from curb to curb, or as a cover for a culvert, etc., and that it will afford a smooth surface easily kept free from dirt and snow.

The invention consists in certain novel features of construction and combination of parts that will be fully pointed out and claimed hereafter.

Similar reference figures designate corresponding parts in all the figures of the drawings, and it is fully understood that while I have described my invention as herewith illustrated, I do not confine myself to the exact design as shown, as slight changes may be made in the construction without departing from the spirit of the invention.

In the drawings:—Figure 1, is a plan view of my crossing spanning a street from curb to curb. Fig. 2, is a side elevation on the line $y-y$ of Fig. 1, showing the method of securing the wearing and protecting plates. Fig. 3, is a cross sectional view on the line $x-x$ of Fig. 1, showing the side irons, stay-rods and protecting plates. Fig. 4, is a partial sectional view showing a modified form of side irons. Fig. 5, is a partial side elevation showing a form of end extension to bridge a gutter. Fig. 6, is a partial side elevation, showing the crossing spaced from the curb to form a gutter and bridged to the side walk by a plate. Fig. 7, is a partial view of the inner surface of one of the U-shaped side irons

showing the end bar for supporting the gutter plate.

Referring to the drawings, 1, indicates the curbing; 2, the side walk, and 3, the road-bed.

The invention consists in the two side irons 4, herewith shown as U-shaped, but which may be of the form shown in Fig. 4, or any other suitable shape, and which extend from end to end of the crossing, and in a parallel relation to each other, and which may be extended by splicing to reach from curb to curb, or within a short distance of said curb in one continuous piece. Said side irons are placed parallel to each other and at the required distance apart with their flanges extending inwardly, and they are firmly held together by the stay-rods 5, which are passed through the bolt holes in the sides of said irons.

The stay-rods 5, are screw-threaded for a portion of the way upon either end thereof and provided with the inner nut 6, screw-threaded thereon, designed to form a shoulder to engage the inner surface of the side iron and serve to keep said side irons spaced apart, while the ends of said stay-rods 5, extend through and beyond said side irons. To the outer surface of said side irons are detachably secured the wear or protecting plates 7, which are of the same length and width as the outer surface of said side irons 4, and which are provided with bolt holes registering with the bolt holes in said side irons and adapted to be retained in contact to said side irons by the nuts 8, which are screw-threaded upon the ends of the stay-rods 5, thus retaining said side irons 4, and the wear plates 7, in a rigid manner to the stay-rods 5, and to each other, while the space between the inner sides of said side irons 4, is filled with the concrete or cement 11, which when set makes a very strong street covering, and by the use of the U-shaped side irons 4, the upper or exposed corner of the block is fully protected from being broken away by vehicles, wheels, etc., and to more fully protect it, is provided the detachable wear plate 7, which when its upper edge is worn away, may be turned or reversed so as to expose a fresh edge to the wear of the vehicle wheels.

To afford a bridge for a gutter I provide the U-shaped bridge strips 9, shown in Fig. 5, which are secured to the ends of the side irons 4, and afford a retainer and support for the

extension of the cement block 11; or the crossing may be spaced from the curbing and joined thereto by a plate 10, as shown in Fig. 6.

5 The device is so simple and will be so readily understood from the foregoing description, that it will be unnecessary to explain its workings further.

10 What I claim as new and desire to secure by Letters Patent is:—

1. In a street crossing of the class described, U-shaped longitudinal sides formed with an edge protecting flange, stay-rods securing said sides in a spaced relation, one to
15 the other, a wear plate removably secured to the outer surface of said sides and adapted to protect the edges of said sides.

2. In a street crossing of the class described, comprising a rectangular block extending from curb to curb, protecting U- 20 shaped side plates placed with their upper edges flush with the upper surface of said block, wearing plates secured to the outer surface of said sides with their upper edge flush with the upper edge of said sides, stay- 25 rods embedded into said block and having their sides secured to said protecting sides and said wearing plates.

In testimony whereof I affix my signature in presence of two witnesses.

SIMON B. MINNICH.

Witnesses:

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