C. W. REINOEHL & B. L. WEAVER.

RAILROAD RAIL AND CROSSING.

APPLICATION FILED JULY 20, 1908.

912,620.

Patented Feb. 16, 1909.

2 SHEETS—SHEET 1.

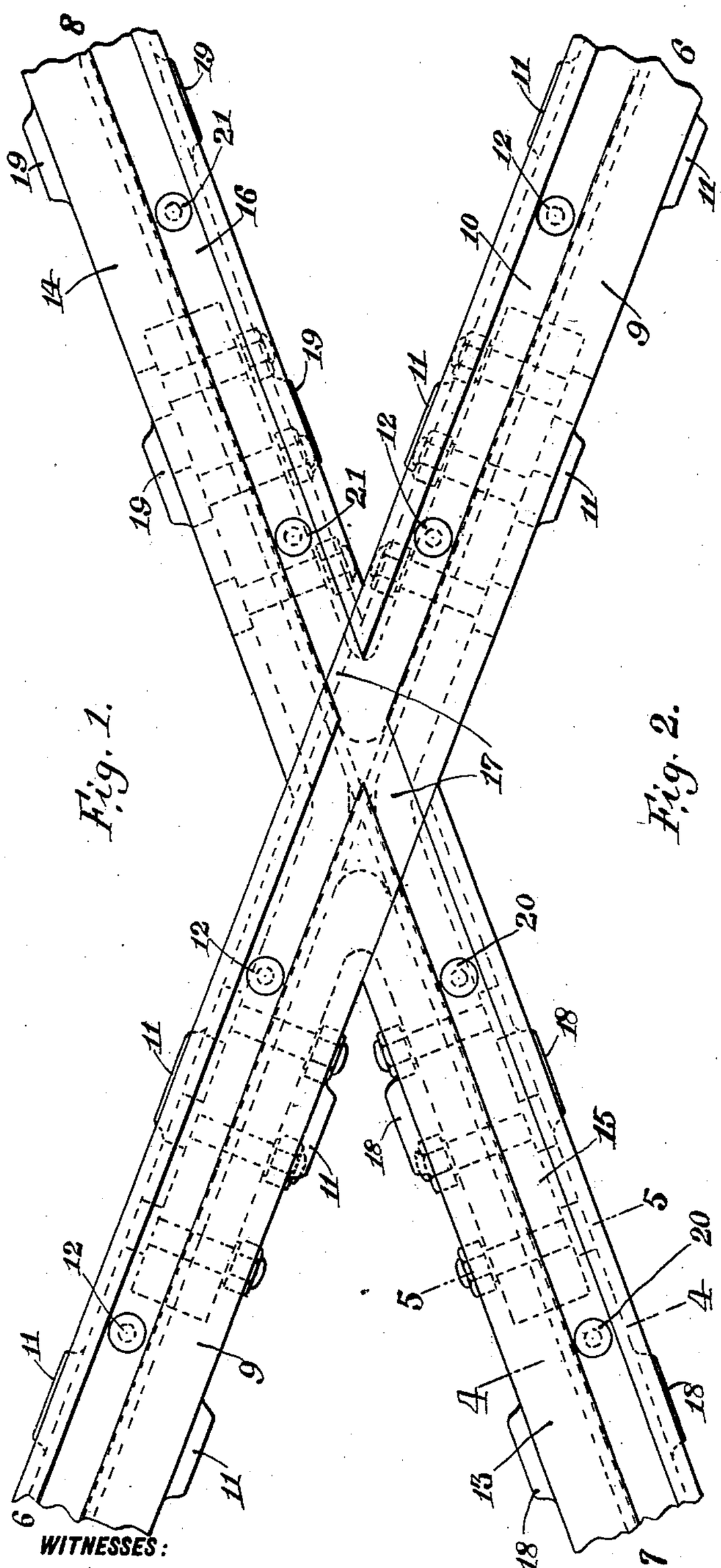

Fig. 1.

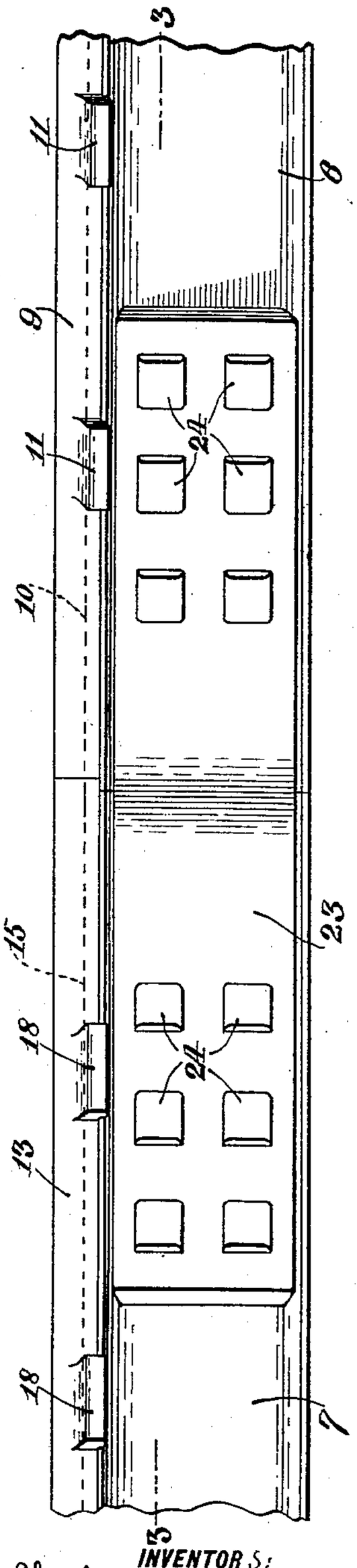

Fig. 2.

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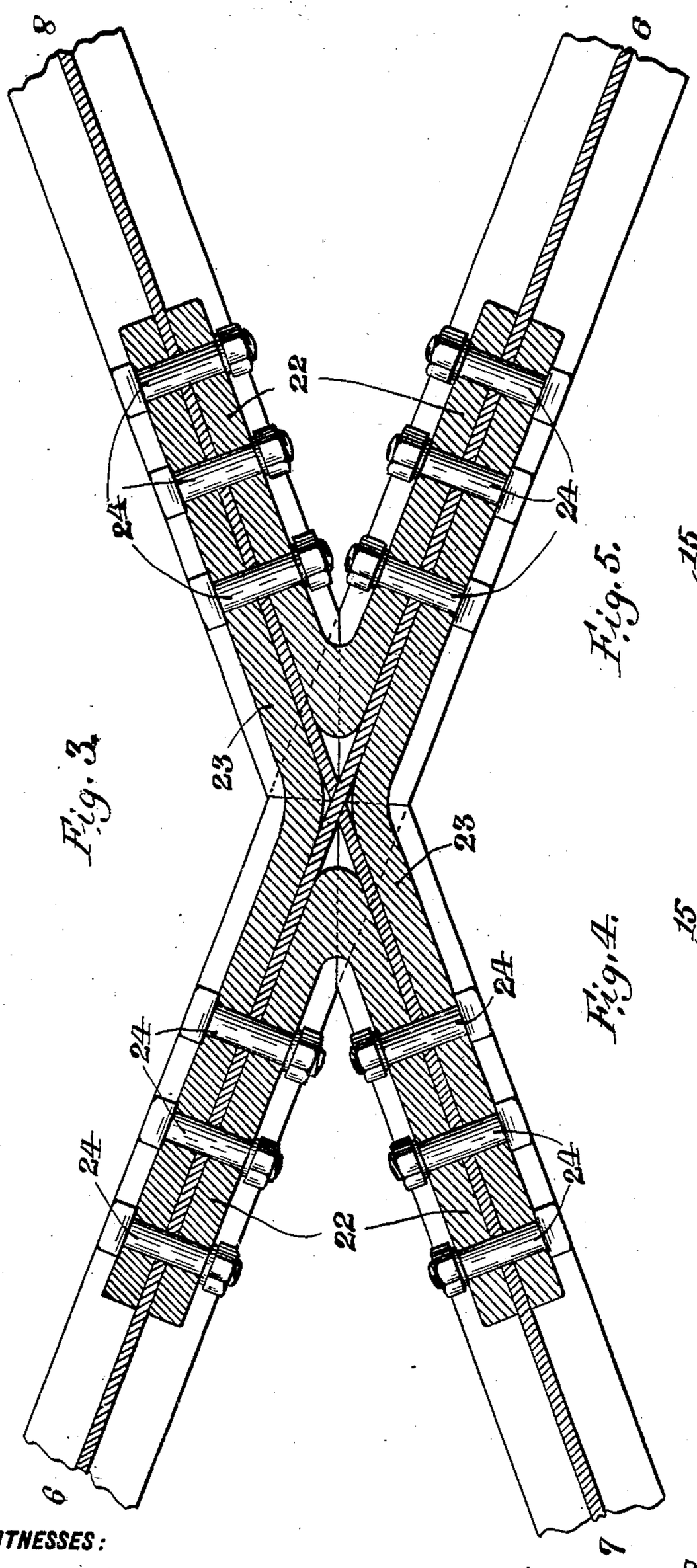

Fig. 3.

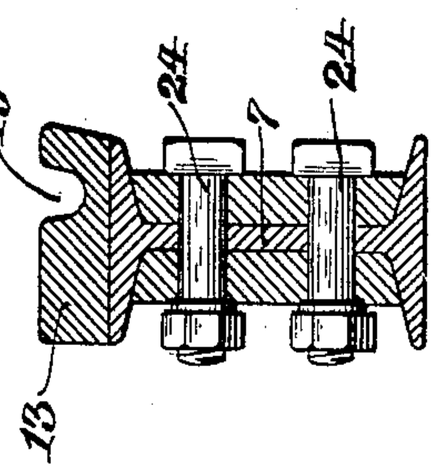

Fig. 5.

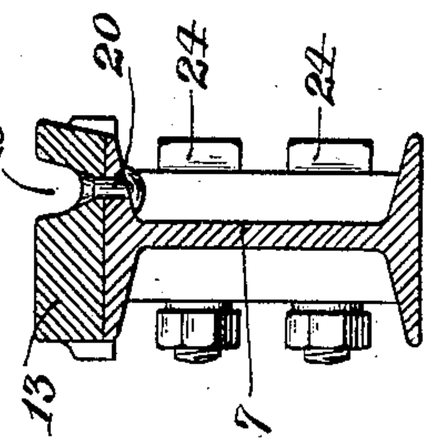

Fig. 4.

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UNITED STATES PATENT OFFICE.

CHARLES W. REINOEHL AND BENT L. WEAVER, OF STEELTON, PENNSYLVANIA.

RAILROAD RAIL AND CROSSING.

No. 912,620. Specification of Letters Patent. Patented Feb. 16, 1909.

Application filed July 20, 1908. Serial No. 444,536.

To all whom it may concern:

Be it known that we, CHARLES W. REINOEHL and BENT L. WEAVER, citizens of the United States, and residents of Steelton, Dauphin county, State of Pennsylvania, have invented certain new and useful Improvements in Railroad Rails and Crossings, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings.

This invention relates to improvements in railroad rails and crossings.

The object of the invention is to provide a railroad rail and crossing of a simple and efficient construction in which I-beams may be employed having reinforcing, wheel-receiving heads of hard or tough metal.

To this end the invention consists in the novel construction and combinations of parts which will be hereinafter fully described and claimed.

In the drawings:—Figure 1 is a plan view of a railroad crossing and rails embodying our invention. Fig. 2 is a side elevation thereof. Fig. 3 is a horizontal section, as on the line 3—3, of Fig. 2. Fig. 4 is a transverse section of one of the rails, as on the line 4—4 of Fig. 1. Fig. 5 is a transverse section of one of the rails, as on the line 5—5 of Fig. 1.

6 designates a continuous I-beam having upper and lower laterally extending flanges connected by a central vertical web, and 7 and 8, similar I-beams arranged in line with each other, and intersected by the I-beam 6. The top and bottom flanges of the I-beams 7 and 8 respectively are cut away so as to fit the top and bottom flanges of the I-beam 6, and the vertical webs of the I-beams 7 and 8 extend into engagement with the vertical web of the I-beam 6, so that the I-beams 7 and 8 constitute in effect one continuous I-beam, intersected by the I-beam 6.

Fitted to and extending over the top flange of the I-beam 6 is a car wheel receiving head 9, of hard or tough metal, forming the head of the rail. This head 9 is provided with a longitudinal groove or way 10, through which the car wheel flanges pass in traversing the rail. The head 9 is held against lateral displacement upon the I-beam 6 by downwardly projecting lugs 11, which engage and embrace the sides of the top flange of the I-beam, and the head 9 is held down upon the top flanges of the I-beam 6 by suitable rivets 12, extending through and into engagement with the head 9 and top of the flange of the I-beam.

Fitted to and extending over the top flanges of the I-beams 7 and 8 are car wheel receiving heads 13 and 14 respectively, of hard or tough metal, arranged in line with each other, and extending into contact with the sides of the head 9. The heads 13 and 14 are provided with longitudinal grooves 15 and 16 respectively, through which the car wheels pass in traversing the rail. The grooves 15 and 16 are arranged in line with each other, and formed in the head 9 is a groove 17, which joins the grooves 15 and 16 and connects them with the groove 10 of the head 9, so as to form a continuous groove or way for the car wheel flanges passing over the heads 13 and 14.

The heads 13 and 14 are held against lateral displacement by downwardly projecting lugs 18 and 19 respectively, which engage and embrace the sides of the top flanges of the I-beams 7 and 8 respectively, and the heads 13 and 14 are held down upon the top flanges of the I-beams 7 and 8 respectively by suitable rivets 20 and 21 respectively, extending through and into engagement with the heads 13 and 14 and top flanges of the I-beams 7 and 8 respectively.

Fitted to the vertical webs of the I-beams forming the four corners of the crossing, are angle-pieces 22 and 23 which engage the faces of the vertical webs of the I-beams and which also engage the bottom flanges of the I-beams. Extending transversely through the angle pieces 22 and 23 are bolts 24 which firmly secure the angle pieces to the I-beams and the I-beams in proper relation to each other to form the crossing.

Having thus described our invention, we claim as new and desire to secure by Letters Patent:—

1. In a railroad crossing, two I-beams having their axes arranged on intersecting lines, means for securing said I-beams together, hard metal, wheel-receiving heads on said I-beams, and means for securing said heads to said I-beams, substantially as described.

2. In a railroad crossing, two I-beams having their axes arranged on intersecting lines, means for securing said I-beams together, hard metal, wheel-receiving heads on said I-beams, said heads having down-

wardly projecting parts engaging the sides of said I-beams, and means for securing said heads to said I-beams, substantially as described.

3. In a railroad crossing, two I-beams having their axes arranged on intersecting lines, means for securing said I-beams together, hard metal, wheel-receiving heads on said I-beams, said heads having downwardly projecting parts engaging the sides of said I-beams, and rivets securing said heads to said I-beams, substantially as described.

4. In a railroad crossing, two I-beams having their axes arranged on intersecting lines, angle pieces engaged with said I-beams, means for securing said angle pieces to said I-beams, hard metal, wheel-receiving heads on said I-beams, and means for securing said heads to said I-beams, substantially as described.

5. In a railroad crossing, two I-beams having their axes arranged on intersecting lines, angle pieces engaged with the vertical webs of said I-beams, bolts securing said angle pieces to said I-beams, hard metal, wheel-receiving heads on said I-beams, and means for securing said heads to said I-beams, substantially as described.

In testimony whereof, we have hereunto affixed our signatures.

CHARLES W. REINOEHL.
BENT L. WEAVER.

Witnesses:
B. A. HANKIN,
WM. R. MILLER.