S. G. DAVIS.

RAILROAD CROSSING.

APPLICATION FILED OCT. 14, 1910.

983,982.

Patented Feb. 14, 1911.

2 SHEETS—SHEET 1.

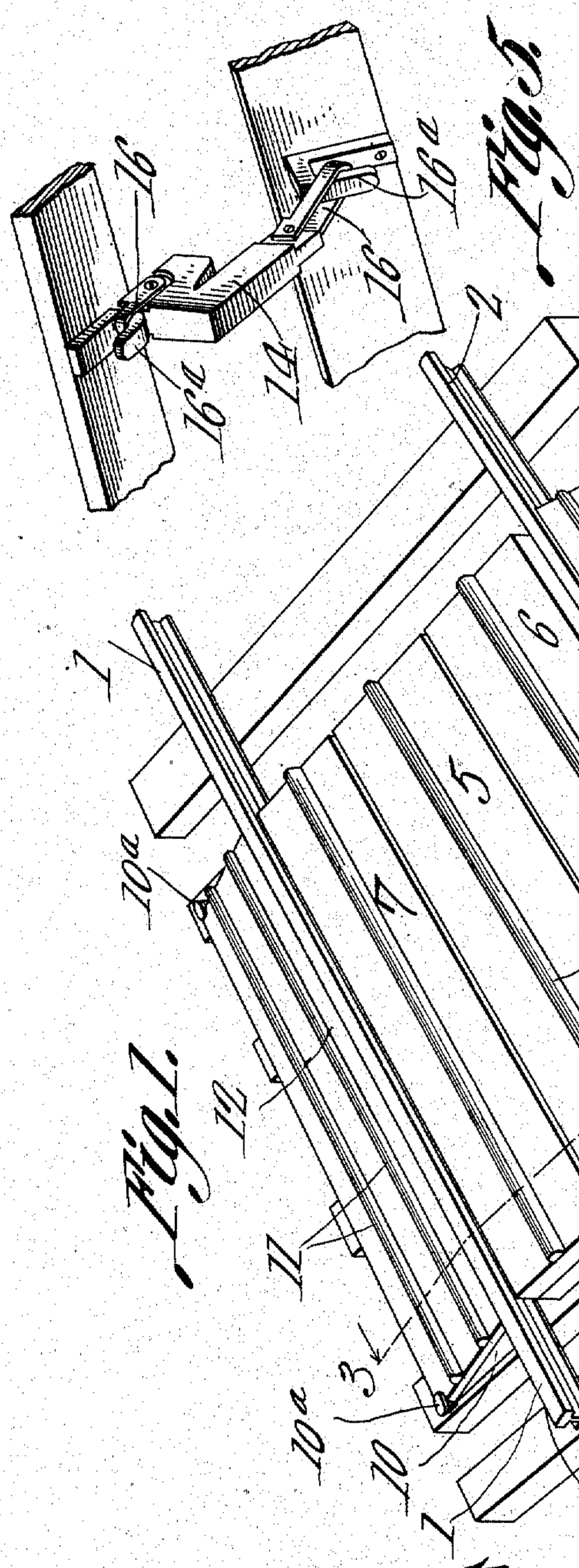

Fig. 1.

Witnesses

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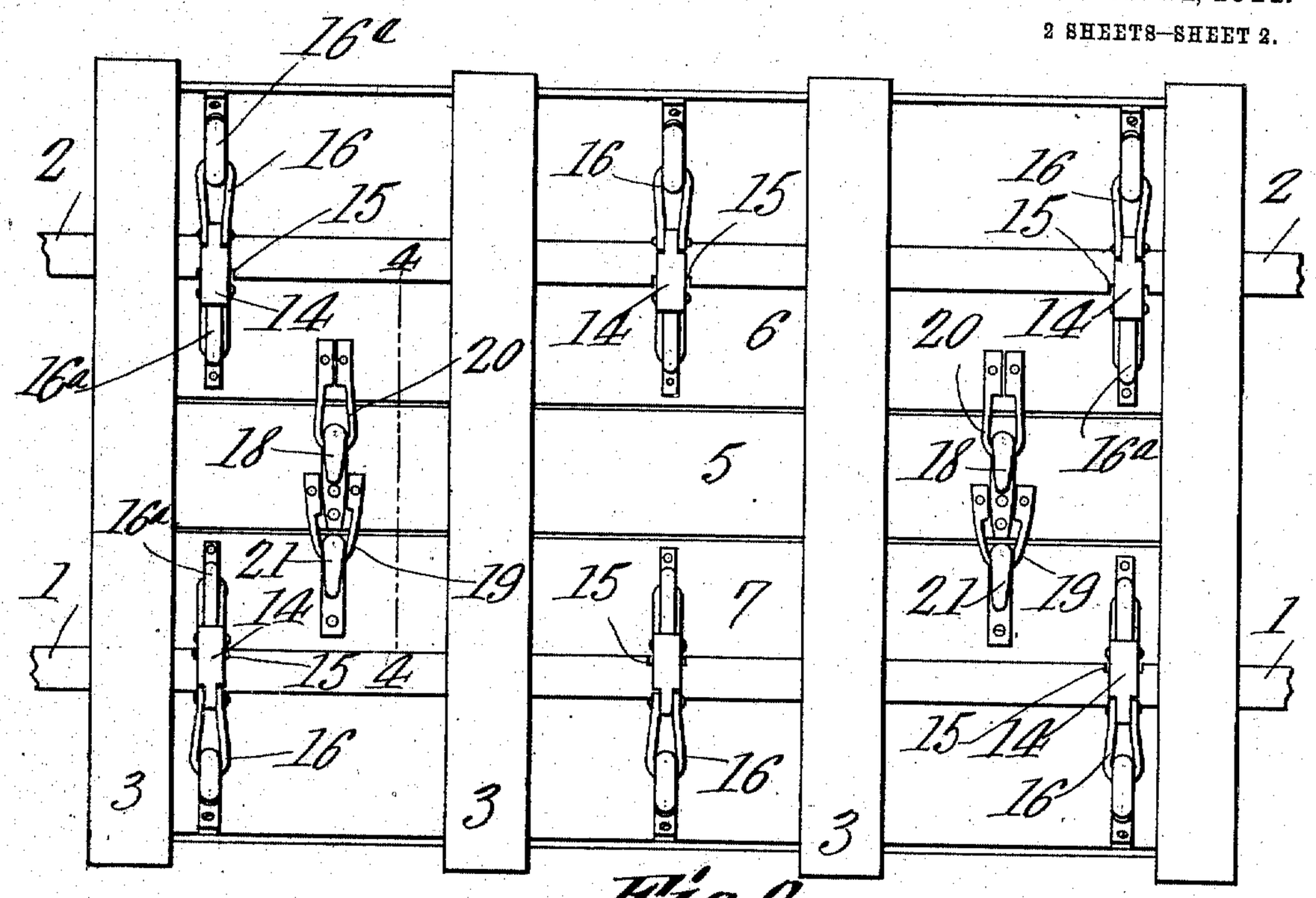

Fig. 2.

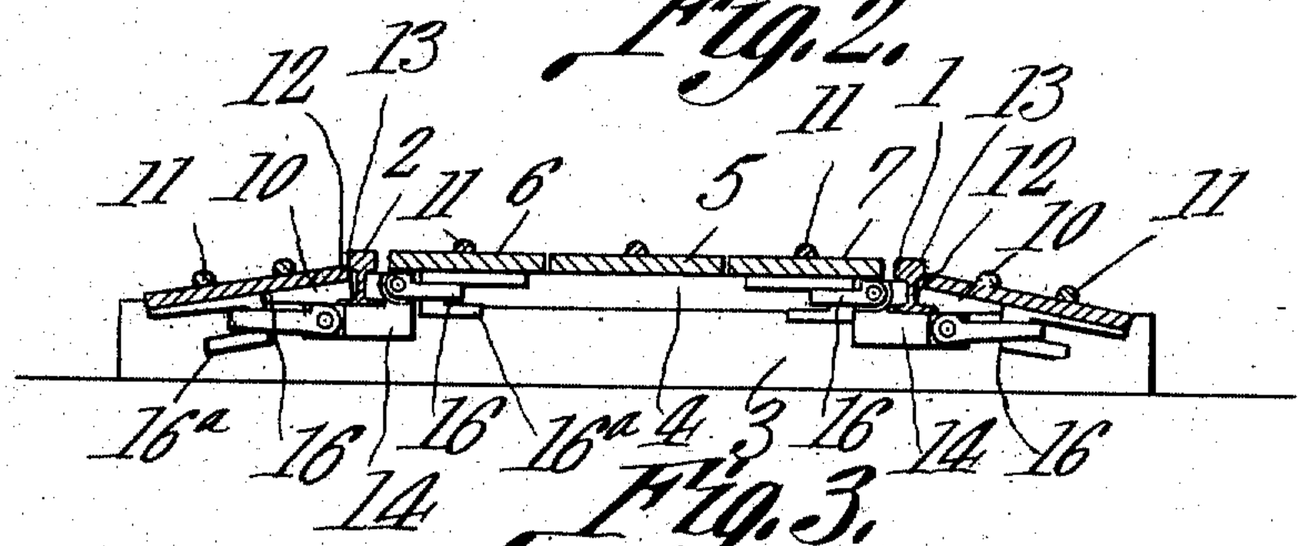

Fig. 3.

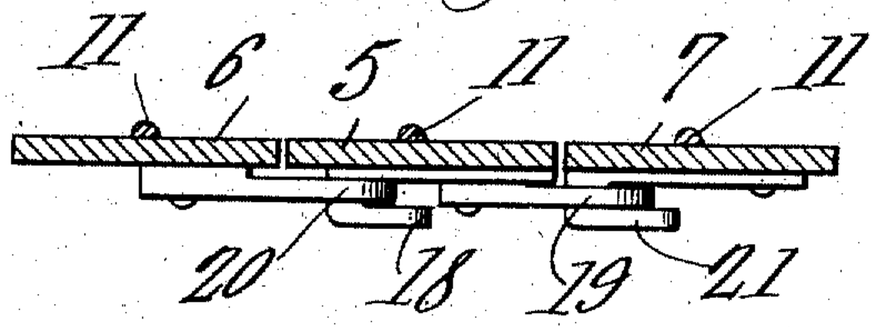

Fig. 4.

Witnesses

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UNITED STATES PATENT OFFICE.

STEPHEN G. DAVIS, OF GEORGETOWN, ILLINOIS.

RAILROAD-CROSSING.

983,982. Specification of Letters Patent. Patented Feb. 14, 1911.

Application filed October 14, 1910. Serial No. 587,135.

To all whom it may concern:

Be it known that I, STEPHEN G. DAVIS, a citizen of the United States, residing at Georgetown, in the county of Vermilion and State of Illinois, have invented a new and useful Railroad-Crossing, of which the following is a specification.

This invention relates to a new and useful railroad crossing, so constructed, that parts thereof may be easily arranged in position, or taken apart or knocked down.

The invention has for its main object to provide a substantial crossing, in which worn parts may be readily replaced.

Other features and combinations of parts will hereinafter be set forth shown in the drawings, and claimed.

In the drawings—Figure 1 is a perspective view of a railroad crossing embodying the various features of the invention. Fig. 2 is a bottom plan view of the crossing. Fig. 3 is a sectional view on the line 3—3 of Fig. 1. Fig. 4 is a sectional view on the line 4—4 of Fig. 2. Fig. 5 is a detail perspective view of one of the embracing members for the rails, showing the loops carried thereby and the hooks with which the loops are connected.

Referring to the drawings, 1 and 2 represent the rails, between and to each side of which the tread plates of the crossing are arranged, while 3 represents the railroad ties. Secured to and mounted upon the railroad ties are blocks 4, upon which, between the rails, rest metallic plates 6 and 7. The tread plates outwardly of the rails are provided with triangular shaped blocks 10, to rest upon the outer ends of the ties. The central tread plate and the outside tread plates are provided with ribs 11, which to a certain extent obviate wear. The portions 12 of the outside tread plates seat under the treads 13 of the rails. In order to lift the portions 12 upwardly, a little pressure is needed, to force the portions 12 by the said treads 13.

It will be observed that in Fig. 2, the central tread plates and the outer tread plates, are all linked or connected together. This connection embodies members 14. These members 14 fit against the bases of the said rails, as shown in the sectional views of the drawings. The bases of the rails are provided with notches 15, to anchor the members in place. These members are angular in shape, and to their ends, loops 16 are pivotally connected. These loops are designed and connected, as shown in the sectional views of the drawings, with hooks, which are secured to and carried by the outer tread plates and the central tread plates 6 and 7. It will be noted that when the portions 12 of the outer tread plates are raised, the hooks 16 are disengaged from the loops.

The tread plate 5, adjacent each end thereof, is provided with hooks 18 and loops 19. Connected with the hooks 18 are loops 20, which are carried by the tread plates 6, while the loops 19 are connected with the hooks 21. Thus it will be observed that the various central tread plates are linked or connected together, in order to prevent displacement. It will further be observed that not one of the tread plates may be removed until one or another of the portions 12 of the outer tread plates is raised, then the entire crossing may be removed, if desired.

From the above description it is apparent that a substantial, durable and practical railroad crossing is produced, and one which may be readily installed or knocked down.

The tread plates are provided with lugs 11^a, to engage with each side of the ties. These lugs are for the purpose of assisting in holding the tread plates rigidly in position. At each corner, as shown at 10^a of the crossing, a spike is driven into the tie in order to further assist in holding the various parts of the crossing securely in position.

What is claimed is:

1. In a railroad crossing, embracing members for the rails provided with loops, and outer and inner tread plates provided with hooks to engage the loops for holding the plates in place.

2. In a railroad crossing, embracing members for the rails provided with loops, and outer and inner plates provided with hooks to engage the loops for holding the plates in place.

3. In a railroad crossing, embracing members for the rails provided with loops, and outer and inner tread plates provided with means for connecting the loops for holding the plates in place, said rails having notches in which the embracing members seat, for holding them in place.

4. In a railroad crossing, embracing members for the rails provided with loops, and outer and inner tread plates provided with hooks to engage the loops for holding the

plates in place, said rails having means with which the angular embracing members cooperate, for holding the members from displacement.

5. In a railroad crossing, embracing members for the rails provided with loops, and outer and inner tread plates provided with hooks to engage the loops for holding the plates in place, said rails having notches to receive the embracing members for preventing their displacement.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

STEPHEN G. DAVIS.

Witnesses:

W. F. HELLINGWORTH,

H. J. ELLIOTT.