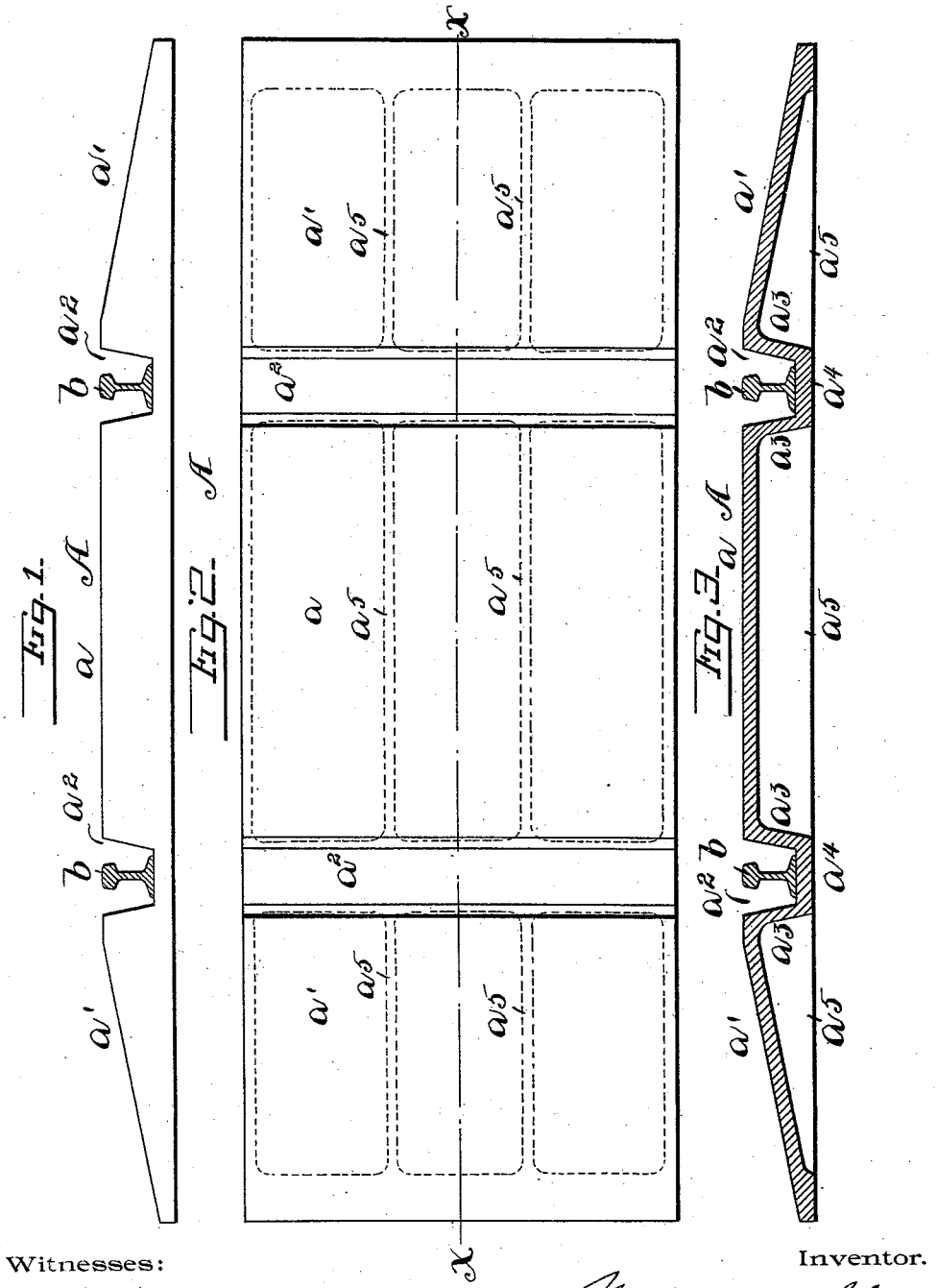
(No Model.)

M. W. ILES.

TRACK CROSSING.

No. 522,419. Patented July 3, 1894.



Witnesses:
Jesse B. Keller.
D. Stewart

Inventor.
Malvern W. Iles
by Francis J. Chambers
his Attorney.

UNITED STATES PATENT OFFICE.

MALVERN W. ILES, OF DENVER, COLORADO.

TRACK-CROSSING.

SPECIFICATION forming part of Letters Patent No. 522,419, dated July 3, 1894.

Application filed October 28, 1893. Serial No. 489,365. (No model.)

To all whom it may concern:

Be it known that I, MALVERN W. ILES, a citizen of the United States, residing at Denver, in the county of Arapahoe, in the State of Colorado, have invented a new and useful Improvement in Track-Crossings, of which the following is a true and exact description, reference being had to the accompanying drawings, which form a part of the specification.

My invention relates to a track crossing and has for its object to provide a crossing which can be easily put in position where required, and which shall be portable so that it can be moved from place to place as occasion requires.

In the accompanying drawings which illustrate my invention, Figure 1 is a side view of my crossing, showing it in position with respect to two rails. Fig. 2 is a plan view showing the strengthening ribs in dotted lines. Fig. 3 is a cross-section on the line x—x of Fig. 3.

A represents my crossing which has a platform a adapted to extend between the rails b b; at each side of this platform are depressions a^2 a^2 preferably of such a depth that the rails when seated in them will be on about the same level as the platform a; on the outside of the rails are the approaches a' a' which slope down from about the level of the platform and the top of the rails at an easy incline. The depressions a^2 are formed by walls a^3 and bottoms a^4, which last not only serve to support the rails when the crossing is in position but also to connect the center platform a and the approaches a'.

My crossing is very conveniently formed by casting, and as shown, the approaches and the center platform are made hollow to lessen the weight and are strengthened by a number of longitudinal ribs a^5.

To place the crossing in position, the track is slightly lifted and the crossing pushed beneath it so that the depressions a^2 will be in line with the rails which are then dropped into these depressions; it will be noticed that the bottoms a^4 of the depressions which serve as supports for the rails rest directly on the ground so that there is no danger of breaking the crossing at these points.

When needed at another place on the track it is an easy matter to remove a crossing and place it in a new position, each crossing being comparatively light and easily portable.

If one platform does not make a wide enough crossing, two or more may be placed side by side till the requisite width is obtained.

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

1. A track crossing having a platform a adapted to extend between the rails, inclined approaches a' adapted to extend out from the outside of the rails, transverse depressions a^2 adapted to receive the rails and rail supports a^4 at the bottom of the depressions connecting the platform and approaches.

2. A metallic track crossing having elevated hollow approaches a' leading to a platform a extending between the rails, transverse depressions a^2 adapted to receive the rails and rail supports a^4 connecting the platform and approaches and adapted to rest upon the ground.

3. A cast metal track crossing, having elevated hollow approaches a' and a platform a strengthened by longitudinal ribs a^5, transverse depressions a^2 adapted to receive the rails and rail supports a^4 connecting the platform and approaches and adapted to rest upon the ground.

MALVERN W. ILES.

Witnesses:
JNO. S. WILLIAMS,
PERRY R. MCCORMICK.