MANUFACTURED BY
THE RAILWAY POINTS COMPANY
BIRMINGHAM.

IMPROVED RAILWAY CROSSING.

BAINES' & WOODHOUSE'S COMBINED PATENTS.

FIG. 1.

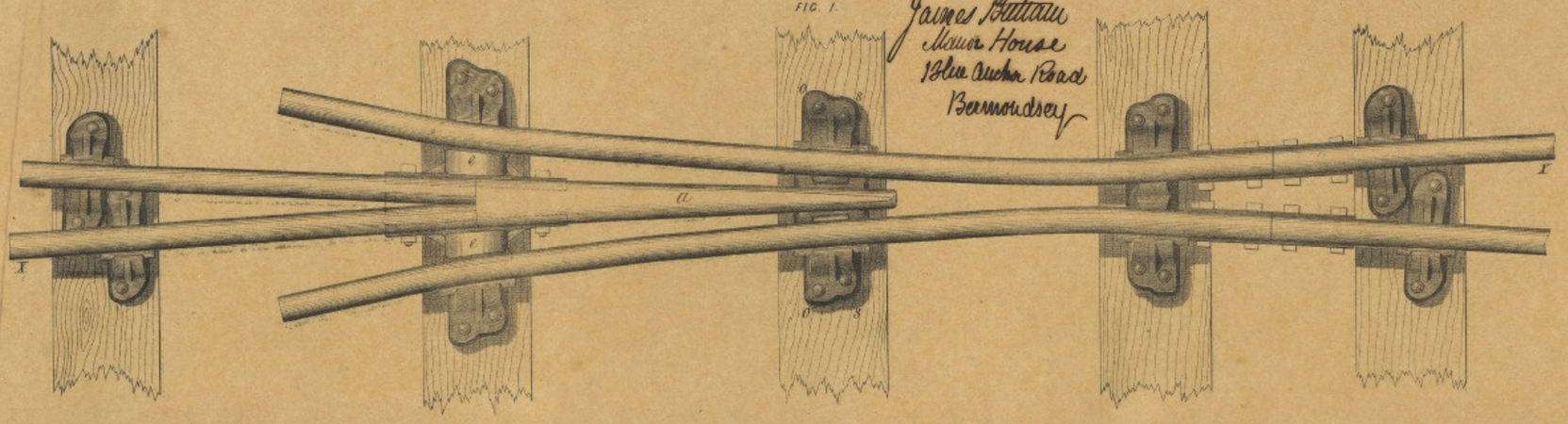

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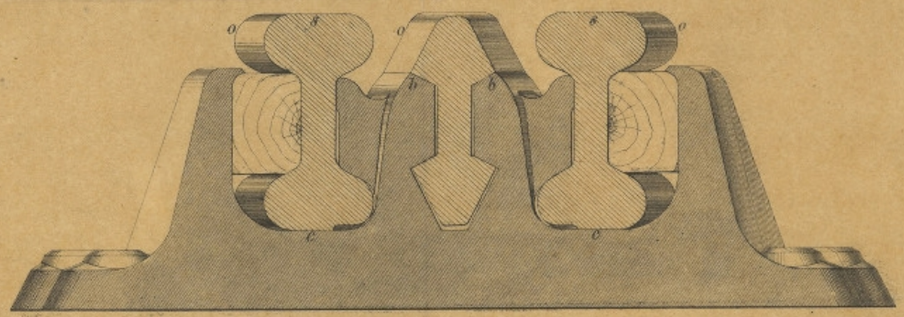
FIG. 1 is a plan of the crossing. The point bar, a, is made in one solid piece with its upper and lower faces exactly alike. Its point takes its vertical bearing from the sides by means of ribs or projections formed thereon, and resting on corresponding seats formed in the chairs, (see b. b. FIG. 2.) These arrangements allow the bar to be turned over in its place when one face is worn out, so as to make the other face equally serviceable. The broad end is provided with side channels for the reception of joint plates, c. c., which connect it with the two main rails, and form it into a continuous bearing with them.

The wing and check rails are all of one length, bent at each end to the same angle, and counterparts of each other. Every angle, or wearing part, of each wing and check rail can therefore be brought into use successively for the purpose of a wing rail by interchanging, and turning over if double headed, until the whole of the angles are worn out.

FIG. 2. represents cross sections at the corresponding letters in FIG. 1., and shows the crossing turned over after the first faces have been worn. It will be perceived, that the bearings of the point being at b. b., and those of the wing rails at c. c. they are not in the least worn. The point chair is driven on and made to fit on both sides, so that no movement of the point, vertical or lateral, can take place.

The Railway Points Company warrant the point bar to be practicably reversible by the means shown, and they will in every case form the working surfaces of a quality of iron which will withstand the wear of the severest traffic, and they wish it to be distinctly understood that the point bar does not require the slightest manufacturing operation after being delivered from their works, and therefore great facilities are afforded in the laying down and renewal of crossings especially to those companies who keep the points in duplicate. Those who prefer to find their own wing & check rails, will merely have to bend them, which can be done by the plate layers screw press at the time of laying down or renewing. By these means the great expenses hitherto attending the maintenance of these parts will be avoided.

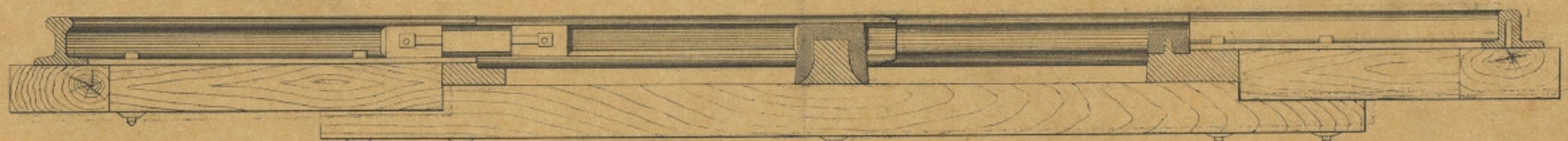
FIG. 2.



THE SET CONSISTS OF

1 Point bar
2 Wing Rails
2 Check Rails } when required
3 Point Chairs
Check Chairs ... } when required
2 Joint Plates c. c.
2 Long bolts for d.°
2 Wrought Fish Plates } when required
8 Bolts for d.°

FIG. 3.



This Figure is a longitudinal Section of FIG. 1. on the line X. X. showing the crossing applied, with all its advantages, to the flat bottom or bridge rail with continuous bearings.

T. Underwood, lith. Birmingham.