

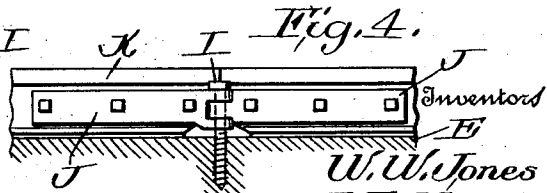
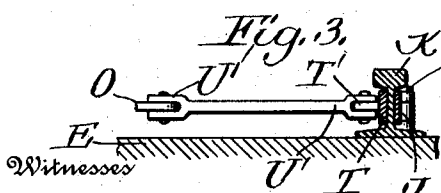
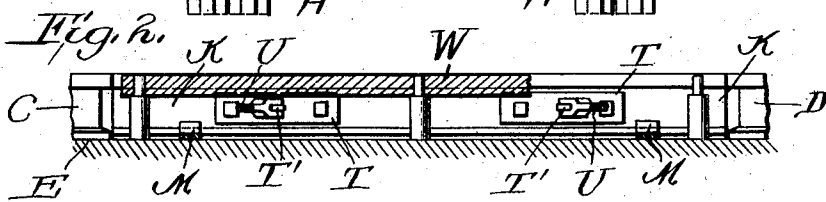
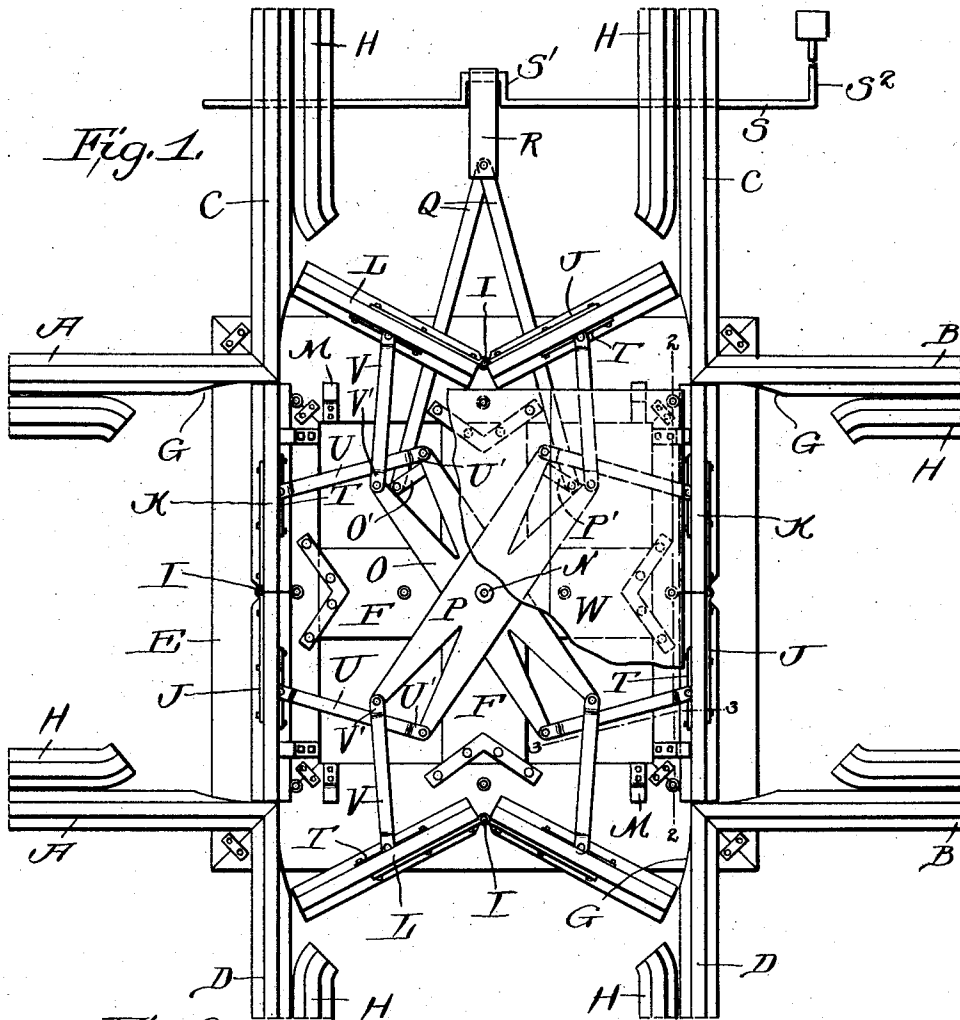
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RAILROAD CROSSING.

APPLICATION FILED AUG. 22, 1910.

997,392.

Patented July 11, 1911.



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WALTER W. JONES AND JAMES T. MORGAN, OF COLUMBUS, GEORGIA.

RAILROAD-CROSSING.

997,392.

Specification of Letters Patent. Patented July 11, 1911.

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To all whom it may concern:

Be it known that we, WALTER W. JONES and JAMES T. MORGAN, citizens of the United States, residing at Columbus, in the county of Muscogee and State of Georgia, have invented a new and useful Improvement in Railroad-Crossings, of which the following is a specification.

This invention relates to railroad crossings, the object being to provide a solid crossing in which two sets of movable rails are employed for connecting the tracks in such a manner that when one set is operated the other will be opened simultaneously.

Another object of our invention is to provide a crossing which will compel the engineer or motorman to stop so as to see that he has the right of way.

A still further object of our invention is to provide a crossing in which the connecting rails are hinged, and so arranged that a crossing will be formed which is noiseless thereby preventing the jar and jolt caused by the wheels passing over the crossings now in use.

Another object of our invention is to provide a crossing which is exceedingly cheap and simple in construction, and one in which the movable rail sections are so mounted that they will be locked in their adjusted positions, so that all danger of the same moving when a train is passing over a crossing is prevented.

With these and other objects in view, the invention consists in the novel features of construction, combination and arrangement of parts, hereinafter fully described and pointed out in the claims.

In the drawings forming a part of this specification: Figure 1 is a top plan view of our improved crossing. Fig. 2 is a transverse section on line 2—2, of Fig. 1. Fig. 3 is a section taken on line 3—3, of Fig. 1. Fig. 4 is a detail side elevation showing the hinged joint.

Referring to the drawing A and B indicate the fixed rails of one track and C and D the fixed rails of the other track the meeting ends of which are beveled and mounted on the corners of a rectangular frame E which is provided with overlapping cross bars F. The bases of the fixed rail are cut away as shown at G, and guard rails H are arranged between the fixed rails, so as to guard the wheels of a train.

Fixed in the side bars of the frame E

are pintle pins I of hinges J, on which are secured rail sections K and L for connecting the respective track sections, and the ends of these rail sections fit snugly against the ends of the respective rails of the fixed tracks, and are held in alinement with the respective tracks by stops M arranged on the frame E, which are of such a shape that they extend over the bases of the rail sections K and L.

Pivotally mounted on a pivot pin N extending upwardly from the cross bars F are a pair of double ended levers O and P which are provided with cross bars O', P' to which are pivotally connected operating rods Q having their other ends pivotally connected to a bar R which is mounted on the crank portion S' of a crank shaft S which is provided with a weighted operating arm S². It will be seen that by rocking the shaft S, the levers O and P will be swung on a pivot for the purpose later described.

Secured to the inner faces of the rail sections K and L are plates T provided with apertured lugs T', over which are pivotally mounted the bifurcated ends of links U and V which are also provided with bifurcated end portions U', V', the links U being pivotally connected to one of the arms of the double ended levers O and P and the links V being connected to the other arms of the levers O and P, whereby when the crank shaft S is rocked in one direction, the rail sections K will be thrown into alinement with the fixed rails C and D and the rail sections L swung out of alinement as shown, and when swung into a reverse direction, the rail sections L will be brought into alinement and the sections K thrown out of alinement.

The levers are inclosed by plates W, so as to protect the same from the weather, and it will be seen by this arrangement that all danger of the same becoming frozen is prevented. It will be seen that when the crank shaft is operated the levers are swung in such a manner that one set of rail sections will be swung into alinement with one fixed track, and the other out of alinement, whereby a train can pass over the same, without the usual jarring and jolting.

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

1. In a railroad crossing, the combination with hinged rail sections, of a pair of piv-

oted levers provided with double ends, links connecting said ends to said hinged sections, and a crank shaft connected to said levers by operating rods for throwing said hinged sections into and out of alinement with the fixed rails.

2. In a railroad crossing, the combination with a frame adapted to be arranged under the meeting rails of the fixed track, of hinged rail sections mounted on said frame, for connecting the respective rails of the fixed track, stops arranged on said frame adapted to be engaged by said rail-sections, a pair of pivotally mounted levers arranged within said frame, links connecting said hinged sections to the ends of said levers, a crank shaft provided with an operating arm, a bar carried by said crank shaft, operating rods connected to said bar having their ends connected to said levers for operating said levers for opening and closing the rail sections.

3. A railroad crossing comprising a frame adapted to be arranged under the meeting ends of a pair of railroad tracks provided with cross bars, a pair of levers pivotally mounted on said cross bars provided with double ends, hinges mounted on the side bars of said frame, rail sections fixed on said hinges, plates secured to said rail sections provided with lugs, links connecting said lugs to the ends of said levers, stops arranged on the frame adapted to be engaged by said rail sections, and a crank shaft connected to said levers by operating rods for swinging one set of rail sections into alinement with one track and out of alinement with the other, simultaneously.

WALTER W. JONES.
JAMES T. MORGAN.

Witnesses:

CARL T. CHASE,
J. B. ALLEN.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
