

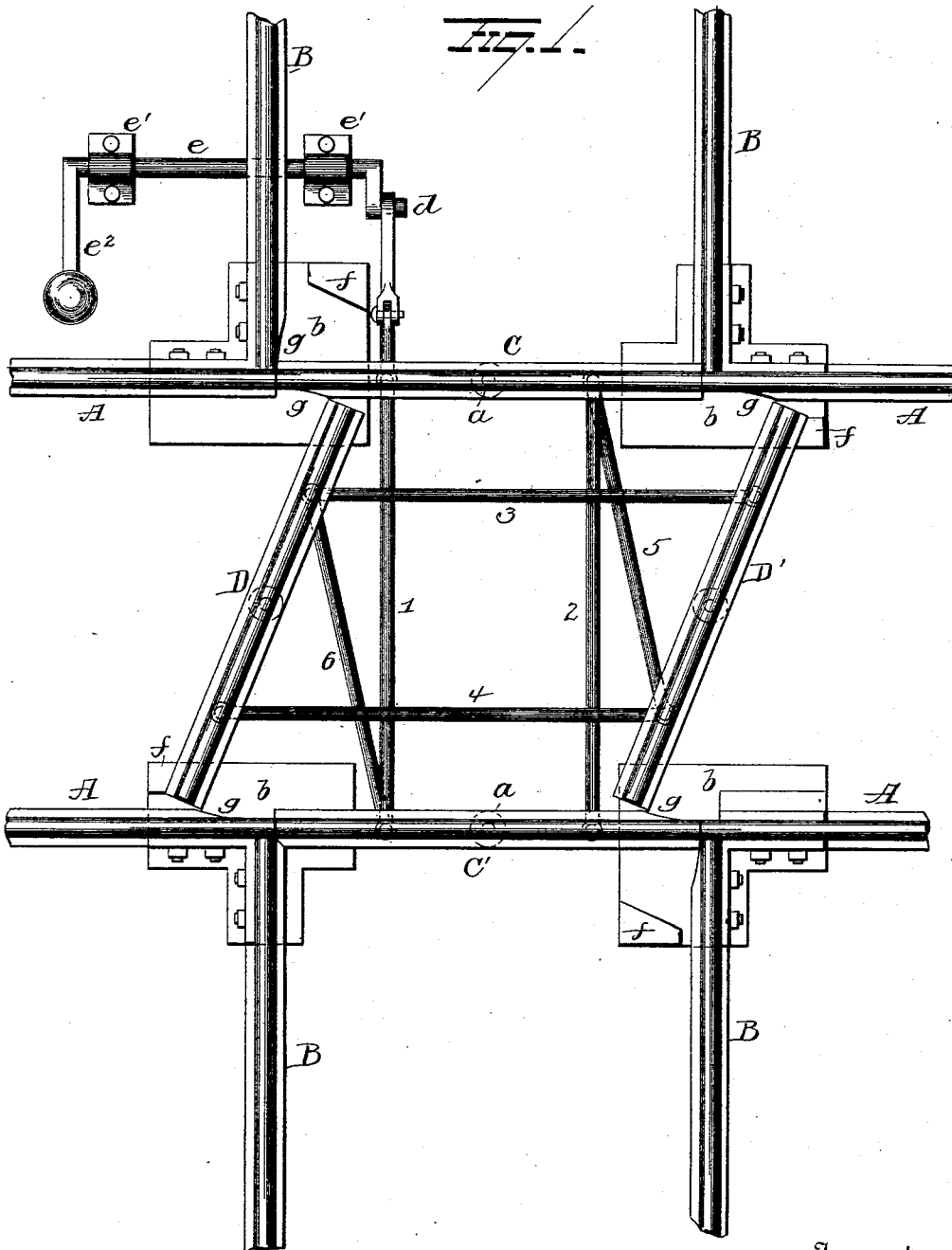
(No Model.)

2 Sheets—Sheet 1.

W. R. COCHRAN, Jr.
RAILROAD CROSSING.

No. 570,542.

Patented Nov. 3, 1896.



Witnesses
C. V. Nottingham
G. F. Downing.

Inventor
W. R. Cochran Jr.
By H. A. Seymour
Attorney

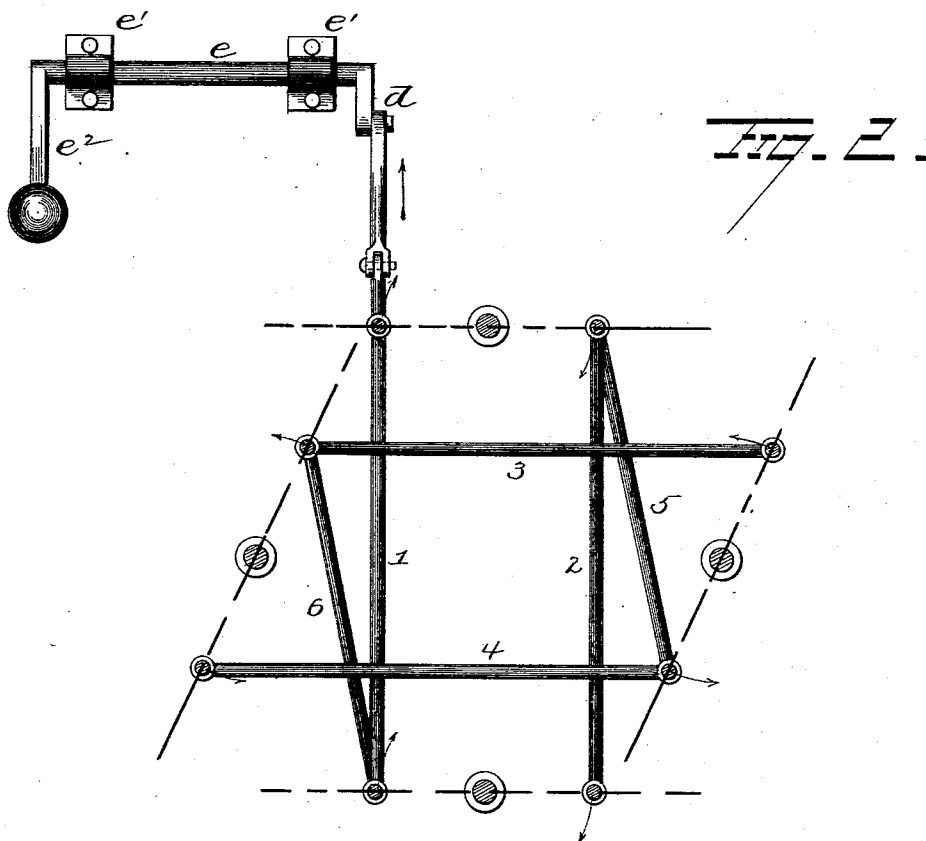
(No Model.)

2 Sheets—Sheet 2.

W. R. COCHRAN, Jr.
RAILROAD CROSSING.

No. 570,542.

Patented Nov. 3, 1896.



Witnesses
E. Nottingham
G. F. Downing

Inventor
W. R. Cochran Jr.
By *H. A. Seymour*
Attorney

UNITED STATES PATENT OFFICE.

WILLIAM R. COCHRAN, JR., OF DELPHOS, OHIO.

RAILROAD-CROSSING.

SPECIFICATION forming part of Letters Patent No. 570,542, dated November 3, 1896.

Application filed May 24, 1895. Serial No. 550,549. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM R. COCHRAN, Jr., a resident of Delphos, in the county of Allen and State of Ohio, have invented certain new and useful Improvements in Railroad-Crossings; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to an improvement in railroad-crossings, and more particularly to such as employ movable rails; and it consists in certain novel features of construction and combinations and arrangements of parts, as hereinafter set forth, and pointed out in the claim.

In the accompanying drawings, Figure 1 is a plan view of a railroad-crossing embodying my invention. Fig. 2 is a separate view of the operating mechanism.

A A represent the fixed rails of one track, and B B the fixed rails of the other track, the ends of said rails being preferably located on suitable base-plates *b b b b*. Between the ends of the rails A A crossing rails C C' are disposed and pivotally supported at *a* centrally between their ends, the ends of said crossing rails being adapted to align and make close connection with the fixed rails. Crossing rails D D' are centrally pivoted in a similar manner between the ends of the rails B B, and are adapted to be made to align with said fixed rails, the ends of said crossing rails D D' abutting against the sides of the rails A A at the ends of the latter so that the ends of said fixed rails A A constitute temporarily portions of the track of which the rails B B D D' are composed.

Parallel rods 1 2 are pivotally connected to the pivoted crossing rails C C' at opposite sides of the fulcrums of the latter, the rod 1 being extended some distance from its connection with the pivoted crossing rail C and connected with a crank-arm *d* at the end of a shaft *e*. The shaft *e* is mounted in suitable bearings *e'*, and at its other end is provided with a weighted crank-arm *e*².

The pivoted crossing rails D D' are connected together at opposite sides of their fulcrums by means of rods 3 4; said rods being pivotally connected at their ends to said crossing rails D D'. A rod 5 is pivotally con-

nected at its respective ends to the pivoted crossing rails C D', and a similar rod 6 is pivotally connected at its respective ends to the pivoted crossing rails C' D, said rods 5 6 being disposed parallel with each other. From this construction and arrangement of parts it will be seen that when the crank-shaft *e* is oscillated by throwing the weighted arm *e*² from one position to the other, motion will be imparted, through the system of rods above described, to all the pivoted crossing rails, so as to move one pair in line with the corresponding fixed rails and the other pair out of alinement with the coincident fixed rails, the crossing rails being limited in their movements by means of stops *f* on the base-plates *b b b b* and the flanges of a fixed rail of each pair, and one end of the crossing rails C C' being recessed, as at *g g g g*, to permit the proper movement and alinement of the pivoted crossing rails. It will be seen that when the crank-shaft is operated to cause one pair of crossing rails to aline with the corresponding fixed rails the other pair of crossing rails will be thrown out of alinement with their fixed rails, so as to be entirely out of the way of the wheels of the train running over the continuous and unbroken track.

My improvements are very simple in construction, comprise a small number of parts, are easy to operate, and are effectual in all respects in the performance of their functions.

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

In a railroad-crossing, the combination with two pairs of pivoted rails, of parallel rods connecting the rails of each pair, said rods being pivotally connected with said rails at opposite sides of the fulcrums thereof, a crank-shaft connected with one of said rods, and parallel rods connecting the rails of one pair to the rails of the other pair, substantially as set forth.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

WILLIAM R. COCHRAN, JR.

Witnesses:

D. E. BAXTER, JR.,
MADISON BRYAN.