

S. ZSINKO.
BRIDGE FOR SINGLE TRACK RAILWAYS.
APPLICATION FILED APR. 17, 1912.

1,042,067.

Patented Oct. 22, 1912.

Fig. 1.

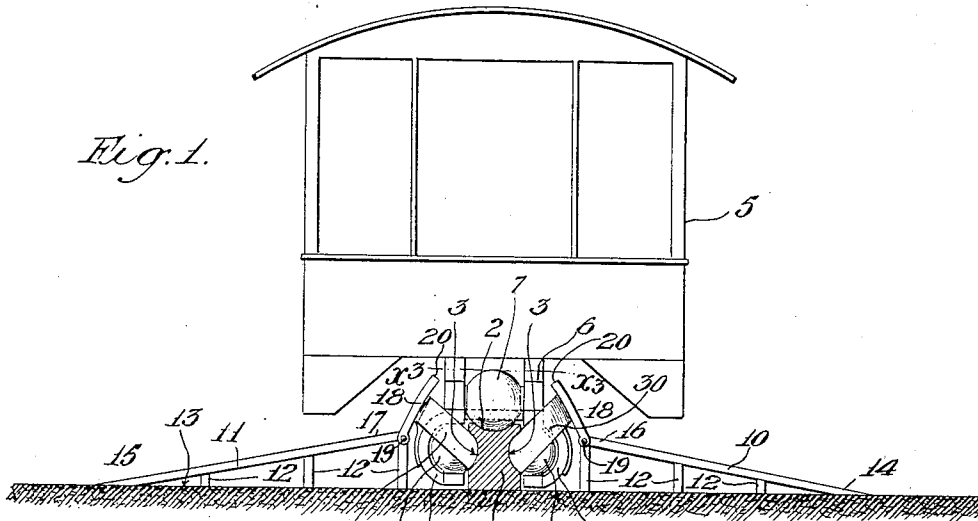


Fig. 2.

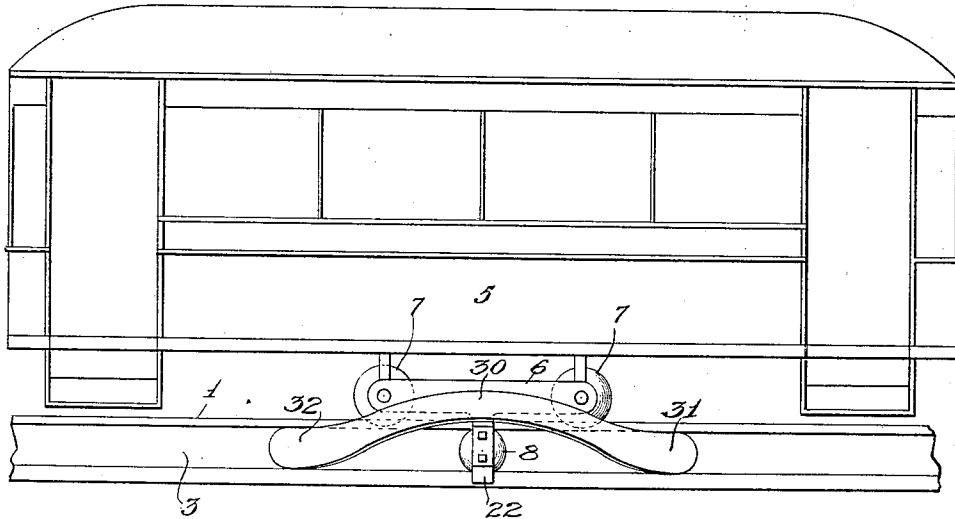
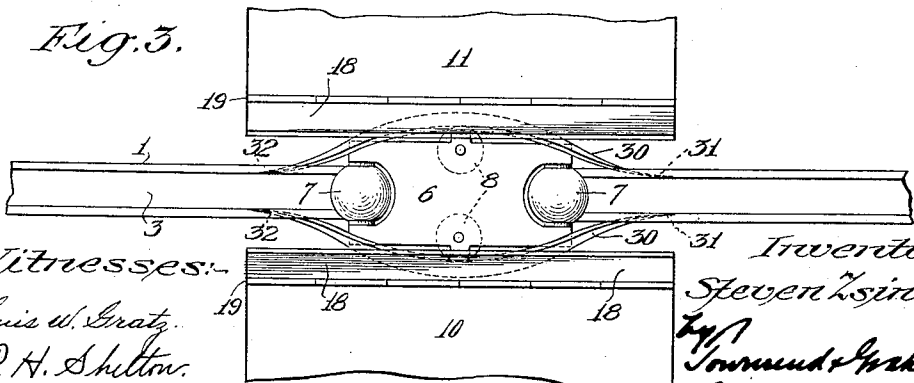


Fig. 3.



Witnesses:

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Steven Zsinko
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UNITED STATES PATENT OFFICE.

STEVEN ZSINKO, OF LOS ANGELES, CALIFORNIA.

BRIDGE FOR SINGLE-TRACK RAILWAYS.

1,042,067.

Specification of Letters Patent.

Patented Oct. 22, 1912.

Application filed April 17, 1912. Serial No. 691,518.

To all whom it may concern:

Be it known that I, STEVEN ZSINKO, a subject of the King of Hungary, having declared my intention of becoming a citizen of the United States, residing at Los Angeles, in the county of Los Angeles and State of California, have invented a new and useful Bridge for Single-Track Railways, of which the following is a specification.

This invention relates to a bridge which may be used for single track railways of the character shown and described in my application for United States Letters Patent filed January 29th, 1912, Serial No. 674,189.

The single track shown and described in the application referred to may be used for an amusement device or the same may be laid on a road or street, and when used for transportation purposes on a road or street the track would stand above the ground, in which case it is necessary that some means be employed by which vehicles may cross the track, and the main object of my invention is to provide a bridge which may be used for the purpose of crossing the track.

Referring to the drawings, which are for illustrative purposes only: Figure 1 shows a sectional view of the track and the bridge as used in combination therewith. Fig. 2 is a side elevation of the track and the car thereon. Fig. 3 is a sectional, plan view on line x^2-x^3 Fig. 1.

The track comprises a single rail 1 provided with a longitudinal groove 2 in its upper face and a longitudinal groove 3 in each side thereof. The car 5 shown in the present instance consists of a common form of passenger car body mounted on a carriage or truck 6 which is supported on the track 1 by means of a pair of balls or rollers 7 mounted in the carriage and adapted to engage the groove 2 in the upper face of the track and a pair of balls 8 mounted in the carriage, each of which is adapted to engage a groove 3 on the opposite side of the track. Any form of driving means may be employed for the purpose of moving the car along the track.

The bridge consists of inclined ways 10 and 11 supported on suitable standards 12 which rest upon the surface 13 of the ground. The outer ends 14 and 15 of the respective ways 10 and 11 rest upon the ground, and the upper inner ends 16 and 17 of the respective ways 10 and 11 are each provided with a leaf 18 pivoted thereto at

19. The leaves 18 when in lowered or closed position are so constructed that the inner ends 20 rest against the sides of the track 1 above the respective grooves 3. As the pivotal point 19 of each leaf 18 is below that portion of the track engaged by the ends 20 of the leaves 18, the leaves 18 are wedged against the sides of the track and thereby prevented from moving downwardly. Mounted on each side bracket 22 of the carriage 6 is a cam bar 30, the intermediate portion of which is curved outwardly, the forward end 31 and the rear end 32 of each bar 30 being curved inwardly partially into the groove 3 in the side of the rail. The carriage 6 of the car and the brackets 22, as well as the balls 8, extend outwardly from each side of the track 1, and the cam bars 30 just described are for the purpose of lifting the leaves 18 as the car approaches the bridge for the purpose of raising the leaves out of the way to permit the portions of the carriage of the car and the balls 8 to pass therethrough, the cam bars operating in the following manner. As the car approaches the bridge, the speed of the car is reduced by the person in charge of the same, and the forward ends 31 of the cam bars 30 pass under the leaves 18 until the bars 30 engage the underside of the leaves 18, the bars 30 being so shaped that as the bars 30 pass under the respective leaves of the bridge the leaves are raised upwardly on their respective hinges into the position shown in Fig. 1, thereby raising the leaves entirely out of the way of the parts of the car. As the car passes the bridge, the leaves 18 are permitted to swing slowly back into their original position against the sides of the rail 1 by virtue of the curve of the bars between the central portion thereof and the rear end 32. The leaves upon assuming their closed position against the rail complete a bridge consisting of the inclined ways 10 and 11 and the respective leaves 18, the upper face of which is flush with the upper face of the track, thereby providing a bridge by which the track may be safely crossed by vehicles. The cam bars 30 being shaped as heretofore described, perform the same function of raising and lowering the leaves of the bridge no matter in which direction the car is moving.

While I have shown and described a car having a single truck or carriage, it is understood that my invention may be used on

cars having a plurality of trucks or carriages, in which case a cam bar of the form herein described will be mounted on each side of each truck.

5 What I claim is:—

1. In combination with a car and single track therefor, a bridge consisting of inclined ways at each side of the track, a movable portion mounted on each way, and
10 means on the car for raising and lowering said movable portion of the ways.

2. In combination with a car and single track therefor, a bridge comprising an inclined way at each side of the track, a leaf
15 on each way pivotally mounted on the inner end of each way, and means on said car for raising and lowering said leaves.

3. In combination with a car and single track therefor, a bridge comprising an inclined way at each side of the track, a leaf
20 pivoted to the inner end of each way adapted to engage said track when in lowered po-

sition, and means on said car for raising and lowering said leaves, said means consisting of a cam bar on each side of the car. 25

4. In combination with a car and single track therefor, a bridge comprising an inclined way at each side of the track, a leaf pivoted to the inner end of each way adapted to engage said track when in lowered position, and means on said car for raising and lowering said leaves, said means consisting of a cam mounted on each side of the car, each of said cams consisting of a bar having an outwardly curved central portion, the ends of which are curved inwardly to the sides of said track. 30 35

In testimony whereof, I have hereunto set my hand at Los Angeles, California, this 4th day of April, 1912.

STEVEN ZSINKO.

In presence of—

FRANK L. A. GRAHAM,
P. H. SHELTON.

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