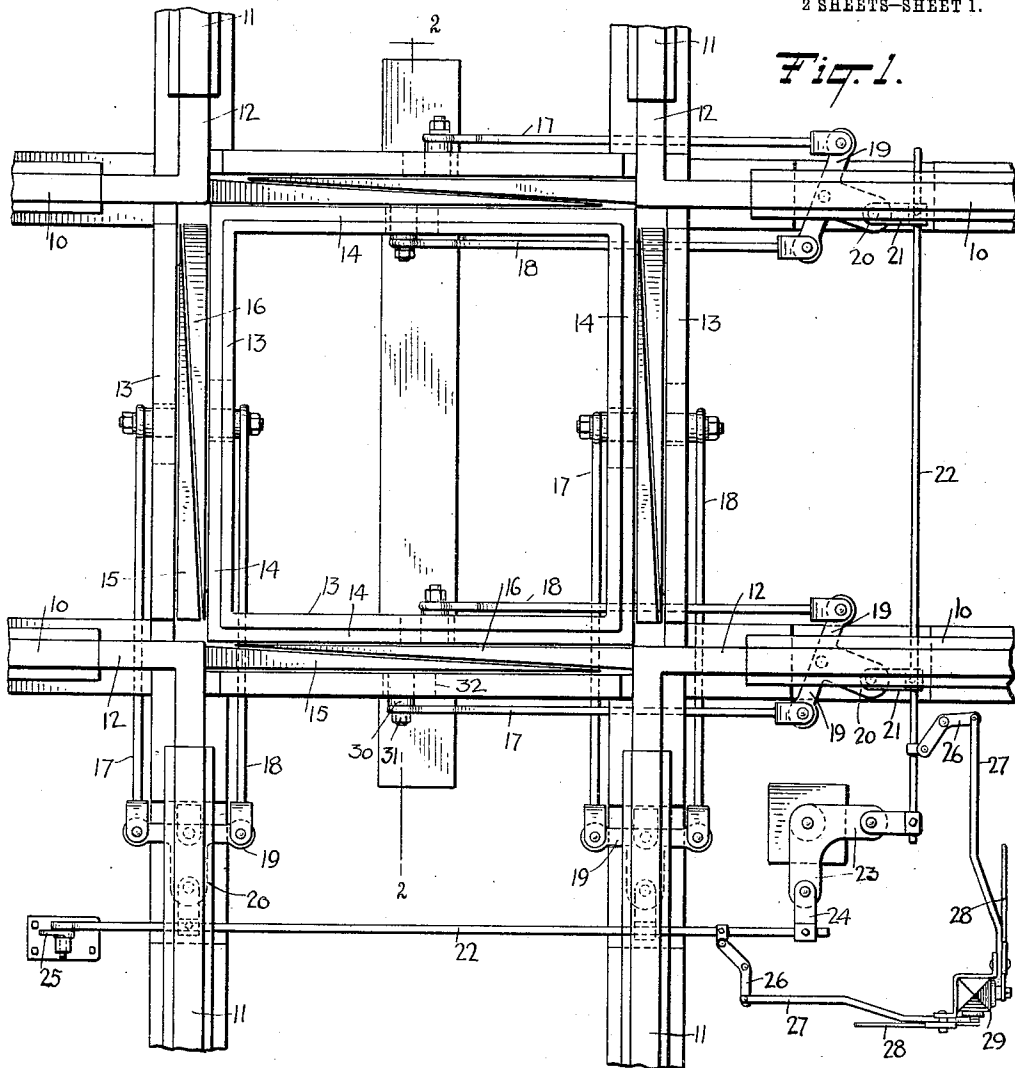


J. H. STRICKLAND.
RAILROAD CROSSING.
APPLICATION FILED JAN. 15, 1913.

1,065,281.

Patented June 17, 1913.

2 SHEETS—SHEET 1.



WITNESSES

George Bamby
J. L. McLaughlin

INVENTOR

JOSEPH H. STRICKLAND

BY *Mumford & Co.*

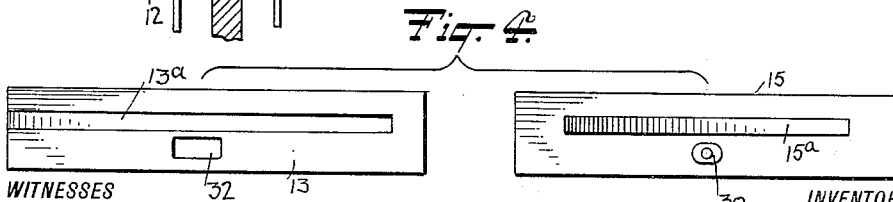
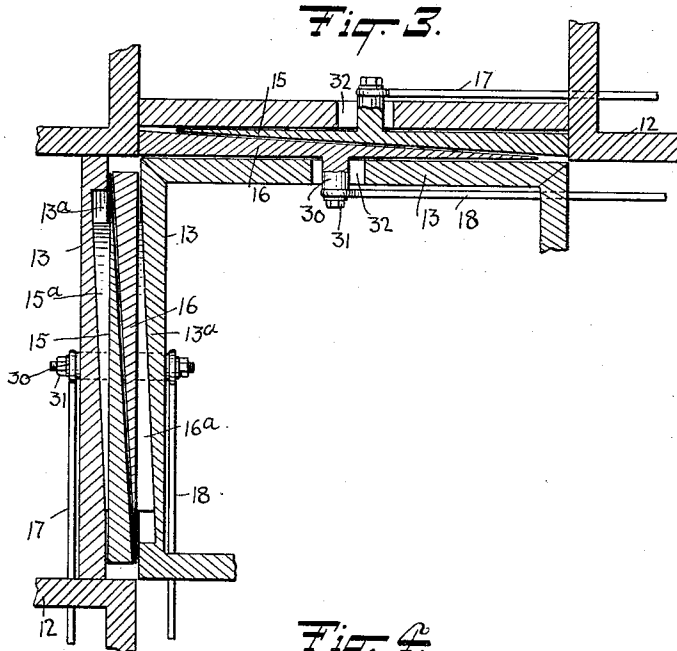
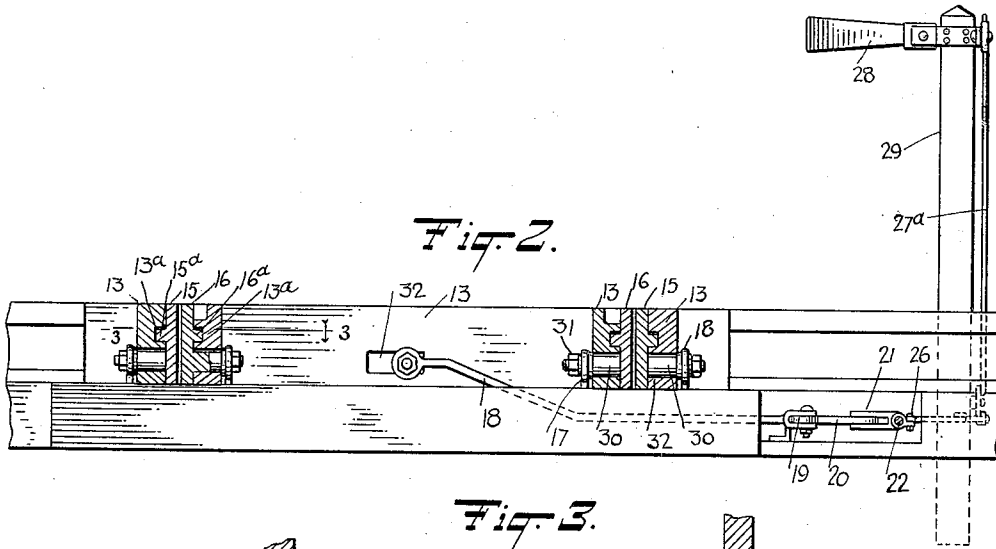
ATTORNEYS

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George Bamby,
J. L. McKeliff

INVENTOR
JOSEPH H. STRICKLAND
BY *Mum Co*
ATTORNEYS

UNITED STATES PATENT OFFICE.

JOSEPH H. STRICKLAND, OF HORTENSE, GEORGIA, ASSIGNOR OF ONE-HALF TO MOSES M. STRICKLAND, OF HORTENSE, GEORGIA.

RAILROAD-CROSSING.

1,065,281.

Specification of Letters Patent.

Patented June 17, 1913.

Application filed January 15, 1913. Serial No. 742,200.

To all whom it may concern:

Be it known that I, JOSEPH H. STRICKLAND, a citizen of the United States, and a resident of Hortense, in the county of Wayne and State of Georgia, have invented a new and Improved Railroad-Crossing, of which the following is a full, clear, and exact description.

My invention relates to the class of railway crossings in which the crossing-rail sections have relative movement to open or close either of the transecting tracks.

It is a design of my invention to improve in various particulars devices of the general character indicated, to the end that efficiency in operation may be promoted, as well as economy of construction and simplicity of adjustment and control.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a plan view of a railway crossing embodying my invention; Fig. 2 is a cross section approximately on the line 2—2 of Fig. 1; Fig. 3 is a fragmentary horizontal section, the lower portion of the figure being on about the line 3—3 of Fig. 2, and the upper portion of the figure being in section on a lower line; and Fig. 4 is a face view of the opposed faces of a frame member and a crossing-rail section.

In constructing the illustrated example, the rails 10 of one track and the rails 11 of the transecting track are laid in the usual manner, and at the corners angle rail sections 12 are laid between a rail 10 and an adjacent rail 11 of the transecting track. At the crossing, between the separated ends of the several rails, a suitable rectangular framework 13 is provided, having at the four sides thereof, through-passages 14 for the flanges of the wheels. Outside the passages 14 there are provided in each side of the frame 13, two similar crossing-rail sections 15, 16, of triangular form in plan, each section tapering from one end toward the other, and the said sections being each of a length so that the two sections form the complete rail surface at the crossing for the tread of the wheel. These sections are in sliding contact with each other and with the opposed faces of the frame 13, and the sections are moved oppositely to each other

by bridles 17, 18, connected to the T-arms 19 of a T-lever 20, there being a pair of these oppositely reciprocating bridles 17, 18, for each of the four pairs of crossing rail sections 15, 16, each pair having its own actuating T-lever 20.

The levers 20 are pivoted by a shackle 21, or other equivalent means to pull rods 22 disposed at right angles to each other and having their adjacent ends connected respectively to a bell crank lever 23, by shackles 24 or the like, one of the pull rods 22 being connected with a switch lever 25, so that the throwing of the said lever will reciprocate the rods 22 to rock the T-levers 20 and cause the arms 19 thereof to reciprocate the sections 15, 16, the connection between the bridles and the crossing-rail sections being effected in the manner herein-after explained.

Pivoted to each rod 22 is one arm of an angle lever 26, the opposite arm of each of which connects by links 27, 27^a with semaphore arms 28 on a signal post 29.

The connection between the bridles and the crossing-rail sections is established by studs or equivalent lateral members 30 on each of said sections, to which the bridles are secured by nuts 31, and in the reciprocation of the rail sections the studs 30 move in horizontal slots 32 in the respective frame members 13. In the present example I have shown the bridles 17, 18, as deflected downwardly to extend beneath the crossing-rail sections as a simple form of construction.

Each crossing-rail section 15 is provided with a beveled rib 15^a that has sliding contact with an opposed bevel surface 13^a on the adjacent frame member 13; similarly each rail section 16 has a rib 16^a beveled on its outer face and in sliding contact with a beveled surface 13^a of the opposed frame member 13. The arrangement is such that a parallel sliding movement is given to the crossing-rail sections, and the disposition and action of the bridles and their operating devices are such that when two parallel pairs of rail sections 15, 16, are so moved as to form a continuous tread surface between the separated rails 10 of one track, the two pairs of rail sections 15, 16, at right angles to the other parts, will be so moved as to form a break between the separated rails 11 of the transecting track and leave a clear way through the crossing, through those

grooves 14 between the rails 10. To form a continuous track through the crossing between the separated ends of the rails 11 of the other track a reverse movement is given to all the pairs of the crossing-rail sections.

I wish to state in conclusion that although the illustrated example constitutes a practical embodiment of my invention in a simple form, I do not limit myself strictly to the mechanical details herein illustrated, since manifestly the same can be considerably varied without departure from the spirit of the invention.

Having thus described my invention, I claim as new and desire to secure by Letters Patent:—

In a railway crossing, the combination of crossing-rail sections interposed between the separated ends of the respective rails of the transecting tracks, the sections of each pair being oppositely beveled and lying in sliding contact with each other, a frame having a beveled surface and each crossing-rail section having a beveled rib contacting with the beveled surface of the frame and oppo-

sitely disposed to said beveled surface of the frame, the said frame having horizontal slots at opposite sides of the crossing-rail sections, studs on the crossing-rail sections, oppositely reciprocating bridles connected with the rail sections of each pair to slide the latter in opposite directions, the bridles of two parallel pairs of rail sections operating to close the tread surface between separated rails of one track and form passages for the wheel flanges through the transecting track, a T-lever connected with each pair of bridles, reciprocating rods at an angle to each other, one of said rods being connected with a pair of T-levers, and the other rod with the opposite pair of T-levers, and means for reciprocating said rods.

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

JOSEPH H. STRICKLAND.

Witnesses:

J. T. STRICKLAND,
O. F. LITTLEFIELD.

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