(No Model.) 2 Sheets—Sheet 1.

H. F. COX.

RAILWAY CROSSING.

No. 262,931. Patented Aug. 22, 1882.

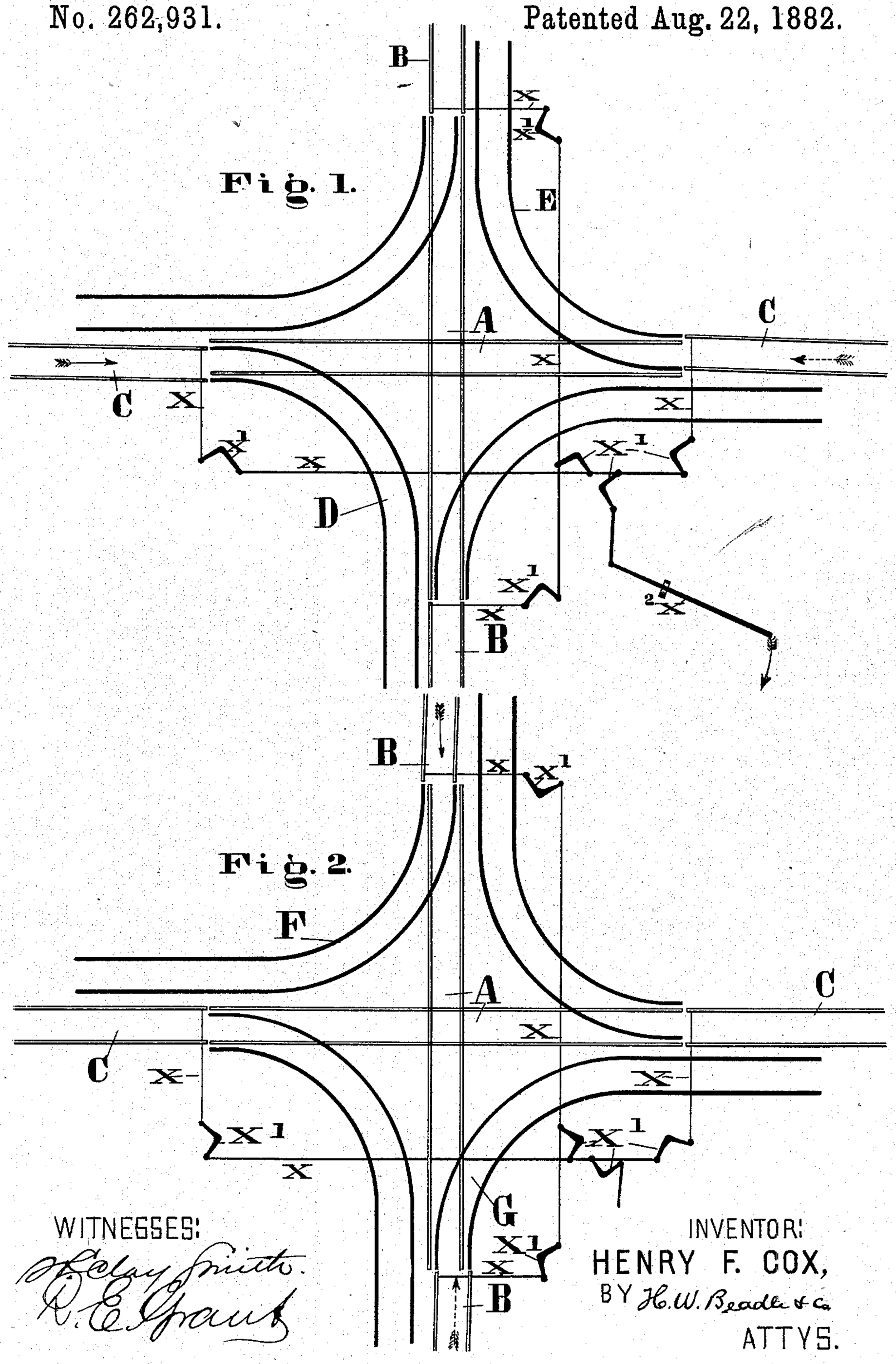

Fig. 1.

Fig. 2.

WITNESSES:

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HENRY F. COX,
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ATTYS.

(No Model.) 2 Sheets—Sheet 2.

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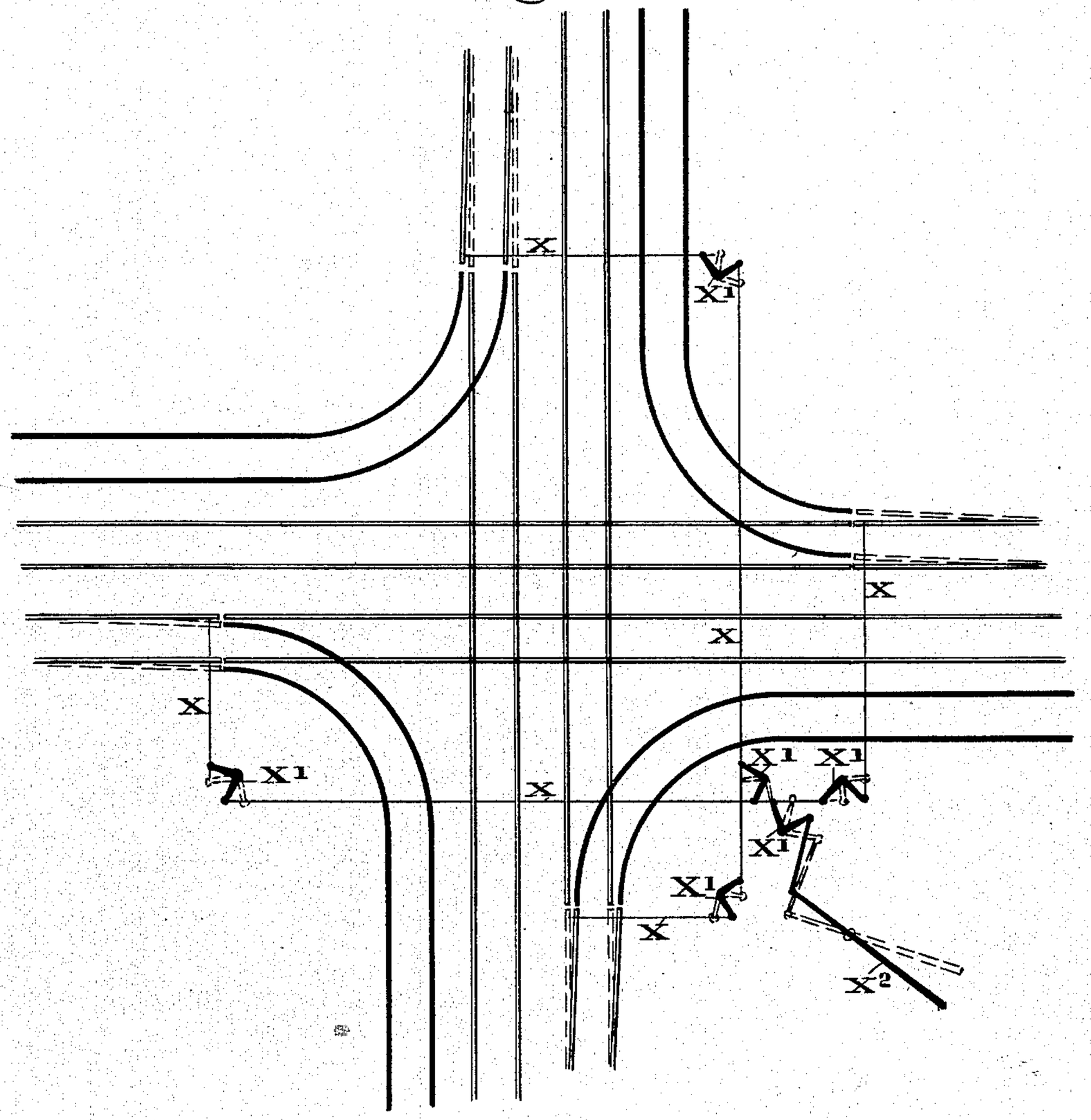
Fig. 3.



WITNESSES:
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UNITED STATES PATENT OFFICE.

HENRY F. COX, OF ALTOONA, PENNSYLVANIA.

RAILWAY-CROSSING.

SPECIFICATION forming part of Letters Patent No. 262,931, dated August 22, 1882.

Application filed February 28, 1882. (No model.)

To all whom it may concern:

Be it known that I, HENRY F. COX, of Altoona, county of Blair, and State of Pennsylvania, have invented new and useful Improvements in Railway-Crossings; and I do hereby declare that the following is a full and exact description of the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

This invention consists in a special arrangement of turn-out switches at a railroad-crossing, by means of which it is made absolutely impossible for one train to collide with another, as will be fully described hereinafter.

In the drawings, Figure 1 represents a railroad-crossing with my special arrangement of turn-out switches, the line B in this view being open for the passage of a train to its destination and the line C closed against the passage of a train, but open onto both of its turn-out switches; Fig. 2, a similar view with the line C open for the passage of a train to its destination and the line B closed against the passage of a train, but open onto both of its turn-out switches; Fig. 3, a double crossing having the same arrangement of turn-out switches.

To enable others to use my invention, I will proceed to describe fully the arrangement of the same.

A represents an ordinary railroad-crossing, with the main tracks B and C connecting therewith in the usual manner. D represents a turn-out by means of which a train coming on the track C in the direction of the full arrow is switched off when the track B is open for the passage of a train, as shown in Fig. 1. E represents a turn-out by means of which a train coming on the track C in the direction of the dotted arrow is switched off when the track B is open for the passage of a train, as shown in Fig. 1. F represents a turn-out by means of which a train coming on the track B in the direction of the full arrow is switched off when the track C is open for the passage of a train, as shown in Fig. 2. G represents a turn-out by means of which a train coming on the track B in the direction of the dotted arrow is switched off when the track C is open for the passage of a train, as shown in Fig. 2. The switches of these turn-outs, it will be observed, are so connected by pipes x and cranks x' that a single switch-lever, x^2, may be employed, if desired, or a system of interlocking levers, if desired, the construction being such that when one main line is open for the passage of a train the other is closed to the passage of a train, but is in connection with its turn-out switch, so that even if two trains approach each other at the crossing one will pass on to its destination, while the other will wait or be switched off onto its turn-out. A collision between two trains at the crossing is thus made impossible.

This invention is applicable also to a double crossing, as shown in Fig. 3.

I am aware that a turn-out switch has been employed in connection with draw-bridges, and therefore I do not broadly claim such a construction; but,

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

In combination with a railroad-crossing having the main tracks B and C and the turn-out switches D, E, F, and G, actuating mechanism, substantially as described, by means of which the switches are moved in unison to protect the track which is open for the passage of trains.

This specification signed and witnessed this 27th day of February, 1882.

HENRY F. COX.

Witnesses:
WILSON BROWN,
R. E. JOHNSON.