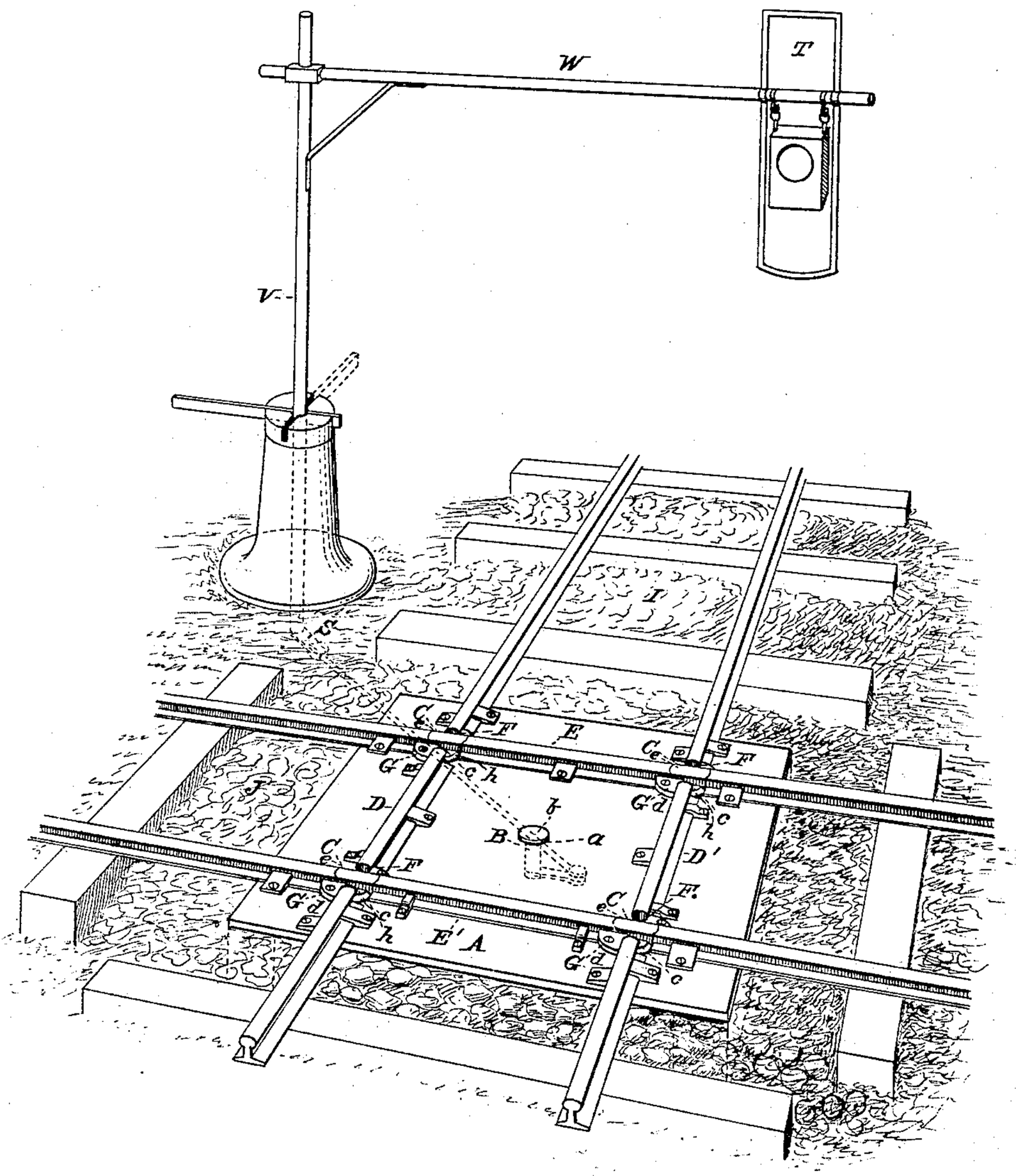
(No Model.) 2 Sheets—Sheet 1.

A. C. RUMBLE.

RAILROAD CROSSING.

No. 327,457. Patented Sept. 29, 1885.

Fig. 1.



WITNESSES

Villette Anderson.

Grace M. Craig

INVENTOR

A Carson Rumble

by Anderson & Smith

his ATTORNEYS

(No Model.) 2 Sheets—Sheet 2.

A. C. RUMBLE.

RAILROAD CROSSING.

No. 327,457. Patented Sept. 29, 1885.

Fig. 2.

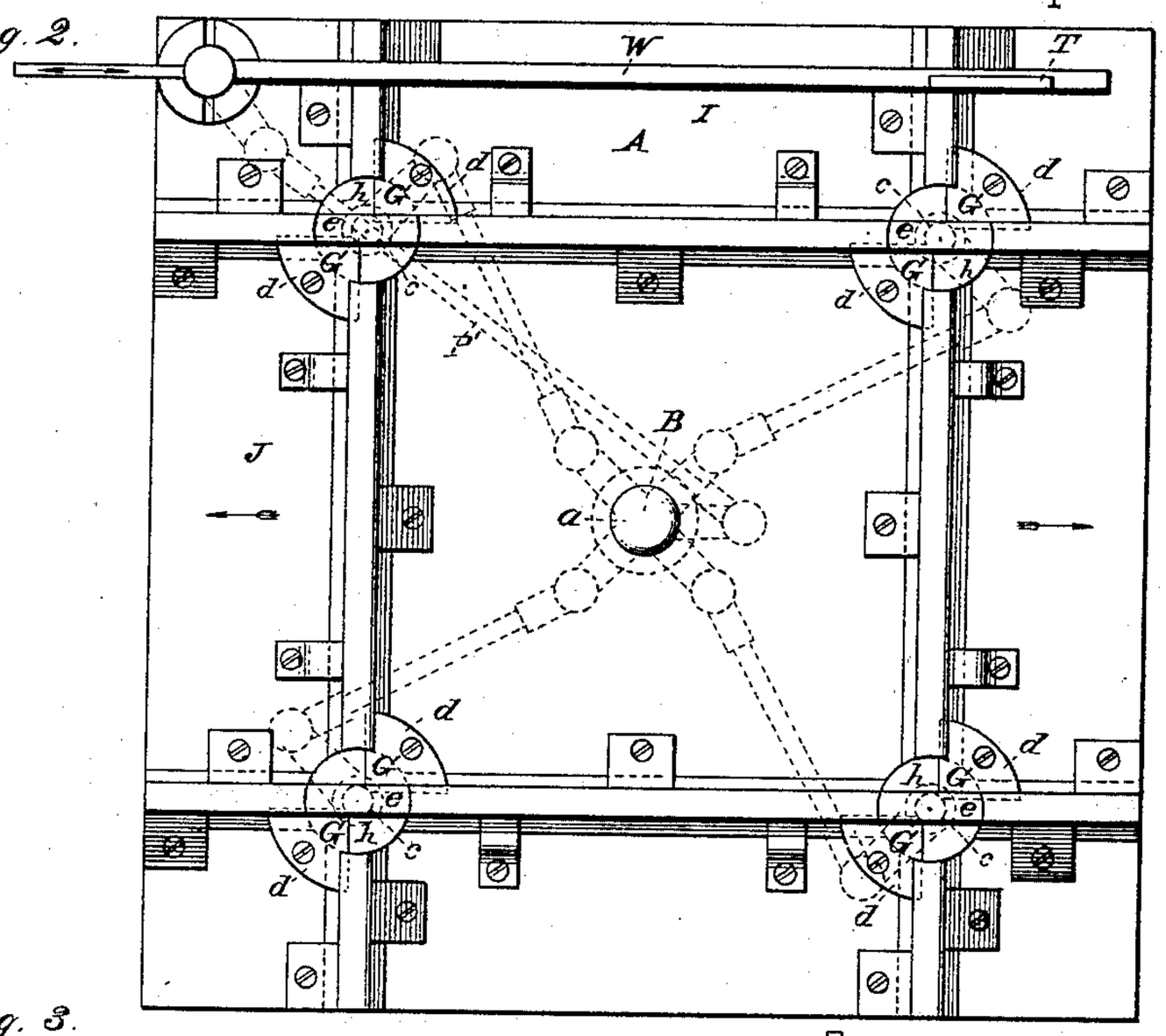


Fig. 3.

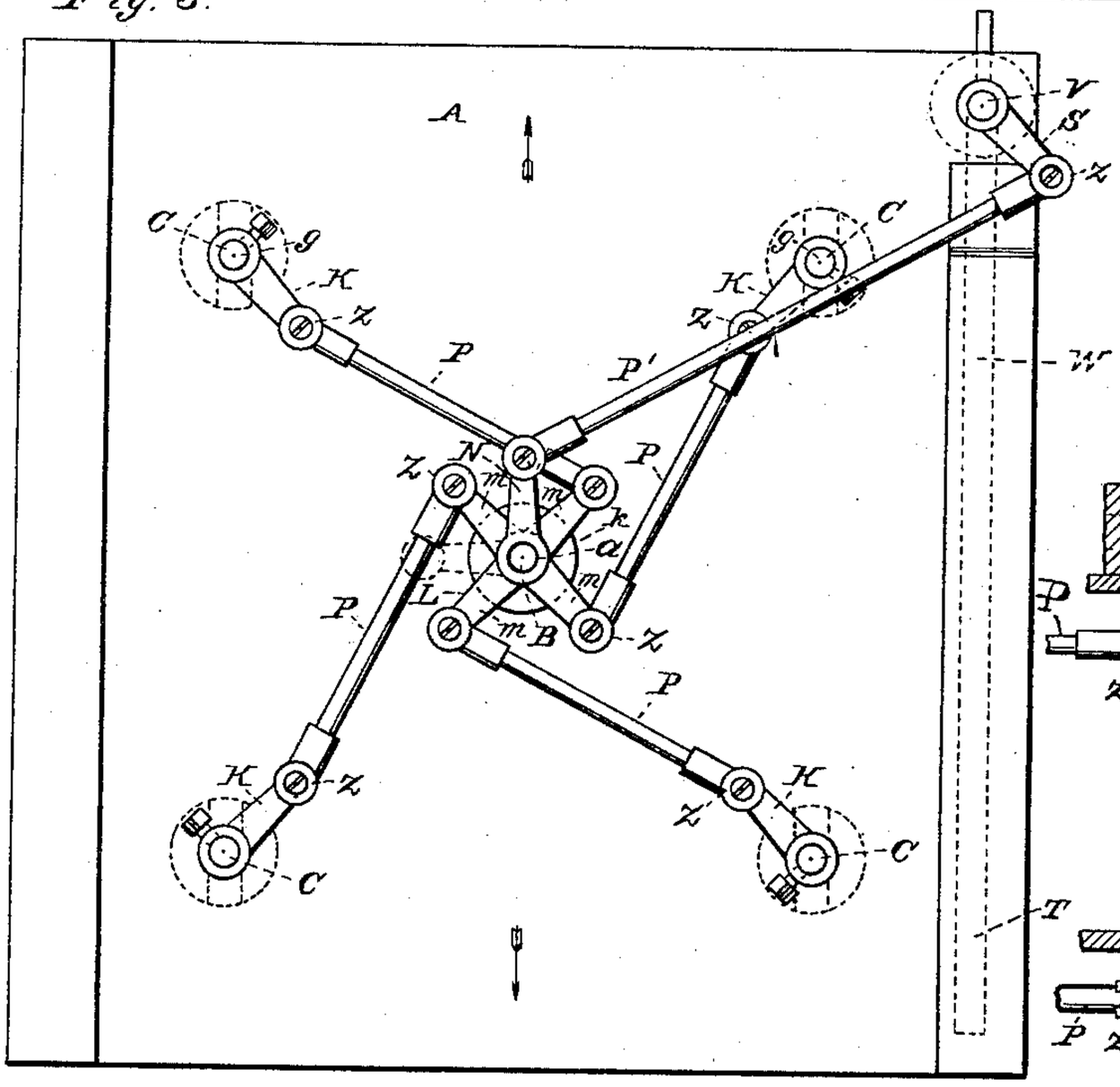


Fig. 4.

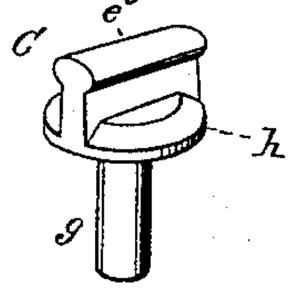


Fig. 5.

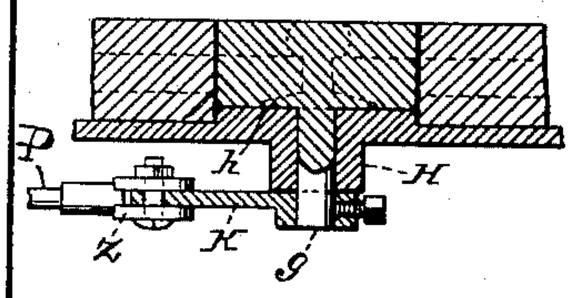
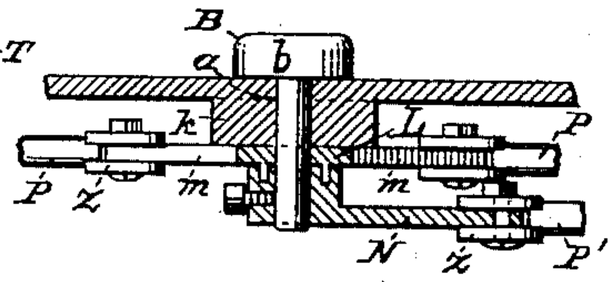


Fig. 6.



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his ATTORNEYS

UNITED STATES PATENT OFFICE.

A. CARSON RUMBLE, OF LIMA, OHIO, ASSIGNOR OF TWO-THIRDS TO CHARLES E. PHINNEY AND SAMUEL A. BAXTER, BOTH OF SAME PLACE.

RAILROAD-CROSSING.

SPECIFICATION forming part of Letters Patent No. 327,457, dated September 29, 1885.

Application filed May 20, 1885. (No model.)

To all whom it may concern:

Be it known that I, A. CARSON RUMBLE, a citizen of the United States, residing at Lima, in the county of Allen and State of Ohio, have invented certain new and useful Improvements in Railroad-Crossings; and I do 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, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of this invention, and is a perspective view. Fig. 2 is a top view. Fig. 3 is a bottom view. Figs. 4, 5, and 6 are details.

This invention has relation to railroad-crossings; and it consists in the construction and novel arrangement of devices, as hereinafter set forth, and pointed out in the appended claims.

In the accompanying drawings, the letter A designates the crossing-plate, which is bored at *a* to form a bearing for the turn-post B, and at *c c* to form bearings for the bridge-pivots C.

D D′ are the rail-sections extending in one direction, and E E′ the crossing rail-sections. These rail-sections are firmly secured to the plate and are separated at the crossing-points by intervals, as at F, in which the bridge-pivots are located. The ends of the rail-sections adjacent to each bridge-pivot are made transversely concave usually, so that when the bridge-pivots are turned into position they will fit between the ends of the rail-sections closely.

G G are the corner-stops, which are of angular form, and are fitted in between the rail-sections on opposite sides of the bridge-pivot. These stops are provided with overlapping guards *d*, adapted to cover the circular flanges of the bridge-pivots, so that the latter will be held in true position, and will not be liable to rise above the level of the rail-sections. Each bridge-pivot C is formed entire with the bridge portion *e* above, and with the stem *g*, which descends from the circular flange or enlarged bearing portion *h*, through the bearing in the main plate, which is usually provided with a boss, H, underneath in order to extend the bearing below and to strengthen the plate. The ends of the bridge portion *e* are usually made convex in order to fit the ends of the rail-sections neatly when adjusted in proper relation thereto. The ends of the stems of the bridge-pivots project below the plate A, and are usually formed with squared seats for the reception of the arms K, which are secured thereto. Below these seats the stems may be threaded for the reception of securing-nuts, or the arms may be fastened to said stems by keys or by set-screws.

The center turn-post B having a head, *b*, extends downward through the bearing *a* of the main plate, which is extended through a boss, *k*, formed on the under side of the plate. To the lower portion of said turn-post, which projects below the plate, is secured the cross-lever L, the arms *m* of which extend obliquely outward from the turn-post. This cross-lever is provided at a lower level with an arm, N, which is designed to be connected by a rod, P′, to an arm, S, of the post V of the turning target T. Rods P serve to connect the arms *m* of the center turning-post to the arms K of the bridge-pivots.

Z are couplings, which are usually made in forked form and pivoted to the arms of the pivots and turning-posts, and are provided with right and left threaded ends for the rods P. These rods are designed to be adjustable in order to facilitate the proper adjustment of the bridge-pivots, so that they will always bear true relation to the rail-sections when adjusted between the same for the passage of trains.

The target-post is arranged at a short distance from the tracks in the open angle and carries the target-arm W. When the target is turned to throw this arm across the track I, the bridge-pivots are brought into line with the rails of the crossing-track J, which is then open for travel; and when the target-arm is turned across the latter track the bridge-pivots are, by the mechanism indicated, turned to connect the rails of the track I, opening this track for travel.

The target-post is provided with an arm or lever and with a notched or catch guard to

hold the lever when turned to either position. In this way all the bridge-pivots are locked in position after adjustment.

I usually provide on the upper side of the base-plate a boss for each bridge-pivot to rest on and for the rail-sections to abut against, in order to prevent any expansion of the latter forcing them inward or against the bridge-pivot and thereby preventing free movement of this piece.

I am aware that it is not new to provide a railroad-crossing with frogs adapted to close the openings at the meeting ends of the rails, the said frogs having arms and connected by means of levers with a signal-post, and therefore do not claim such devices, broadly.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

1. The combination, with the main plate A, having bearing apertures, of the rail-sections having an interval between their ends at the crossing-points, the bridge-pivots at said crossing-points having arms under said plate, the central turning-post, having arms under said plate, and the adjustable rods connecting the arms of the bridge-pivots to the arms of the turn-post, substantially as specified.

2. A bridge-pivot for a railroad-crossing cast entire, and consisting of the upper bridge portion, the bearing-flange, and the descending pivot-stem adapted to engage a bearing in the supporting-plate of the crossing, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

A. CARSON RUMBLE.

Witnesses:
PHILIP C. MASI,
GRACE M. CRAIG.