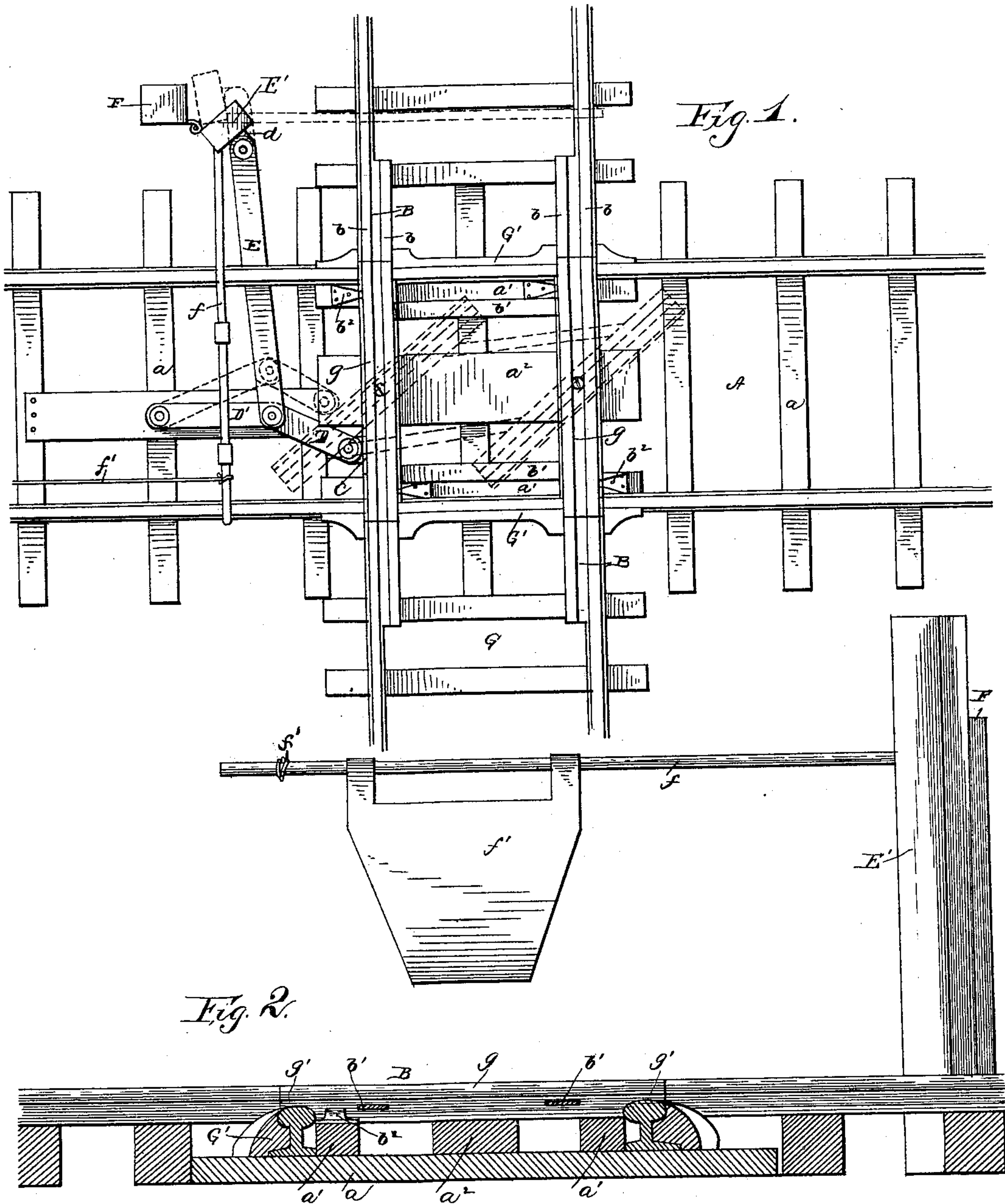


(No Model.)

J. T. MABBEY.  
RAILROAD CROSSING.

No. 367,008.

Patented July 19, 1887.



Witnesses  
John Anders  
F. W. Wheat

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# UNITED STATES PATENT OFFICE.

JESSE T. MABBEY, OF FOREST, OHIO, ASSIGNOR OF ONE-HALF TO DANIEL ASIRE, OF SAME PLACE.

## RAILROAD-CROSSING.

SPECIFICATION forming part of Letters Patent No. 367,008, dated July 19, 1887.

Application filed March 22, 1887. Serial No. 231,998. (No model.)

*To all whom it may concern:*

Be it known that I, JESSE T. MABBEY, a citizen of the United States, residing at Forest, in the county of Hardin 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 ap-

10 pertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification. This invention pertains to certain new and 15 useful improvements in railroad-crossings, having for its object to provide means simple in construction, whereby one road can be permitted to cross the other at any desired angle without interfering with the rails and bed of 20 said latter track; and it consists in the detailed construction, combination, and arrangement of the parts, substantially as hereinafter fully set forth, and particularly pointed out in the claims.

25 In the accompanying drawings, Figure 1 is a plan view of my invention, showing parts thereof in dotted lines; and Fig. 2 is a sectional elevation.

In carrying out my invention I secure on 30 the upper surfaces of ties *a* of, say, a main road or line, *A*, ties or sleepers *a'* *a''*, the two former being secured close up against the base-plates of the rails of said main line, and the tie or sleeper *a''* between said ties *a'*, as shown, 35 the purpose of which will appear farther on.

*B B* are two similarly-constructed rail-sections, having each additional upper and lower flanges, *b b*, and between the thread of each of these rail-sections and the additional flange *b*, 40 running parallel therewith, is passed a nutted bolt, the same being passed upwardly from the under side of the tie or sleeper *a''*, through an aperture formed therein, and after being passed through a similar aperture in the center of the 45 rail-section is secured by means of an ordinary nut, which rests in the space formed between the rail and the parallel flange. The ends of the upper portions of the treads of the rails and the parallel flanges of each rail-section project a short distance, so as to fit over and on 50 top of the tread of the rails of the main road,

as will appear farther on. These two rail-sections are connected together by means of arms or cross-bars *b' b'*, pivotally secured at their ends by means of bolts passed through 55 apertures in the flanges *b* and the arms, the purpose of which securing will soon be apparent. Small base-plate keepers *b''* are disposed on opposite sides of each rail-section, near each end thereof, and to the outer side of 60 one of the rail-sections *B* is secured a right-angular plate, *C*, the lower horizontal portion of which is apertured.

*D D'* are two arms pivotally secured at their outer ends, one *D*, by means of a nutted bolt 65 passed through the aperture in the right-angular plate *C*, and the other, *D'*, by means of a nutted bolt passed through a plate secured to a tie of the main road. The inner connecting ends of these arms are pivotally connected one to 70 the other, and to one end of a long arm, *E*, the other end of which arm *E* is secured on a projection or stud of a right-angular plate, *d*, attached near the lower end of a hinged post, *E'*, secured by its hinges to a stationary post, *F*, 75 disposed a short distance from and to one side of the main track. To the upper end of this hinged post is secured the inner end of a horizontally-disposed rod, *f*, which carries a signal board or lantern, *f'*, designed in practice 80 to hang at about the center of the main track.

In the drawings I have shown short sections of the ends of the rails *g g* of the cross-road *G*, which, it will be seen, are so disposed as to come on a line slightly above the tread of the 85 rails of the main line, and are additionally secured or braced in position by means of sleepers *G'*, secured on the ties of the main line against the tracks thereof. These ends of the rails have additional flanged portions, *g'*, to 90 serve to guide the wheels of the passing cars in either passing on or off the rail-sections.

From what has been said it will be seen that the rail-sections and the ends of the rails of the cross-road are so disposed as to be elevated 95 above the tracks of the main line, so as to permit the projecting upper portions of the rail-sections to fit over and upon the rails of the main line; and in this disposition lies the main feature of my invention, whereby a cross- 100 ing is provided which in nowise interferes with the tracks or bed of the main line.



In practice, when the track-sections are in the position shown in full lines, Fig. 1, the signal board or lantern will be hanging over the main line, so as to give notice to an approaching train on such line that the other or cross-track is in use; and when it is desired to move said section so as to free the rails of the main line, the same is effected by drawing, by means of a pivoted arm or rope, *f'*, the rod *f* around to a point at right angles to its former position, so as to cause the signal to hang over the cross-road, to give notice of the fact that the main road is in use.

In drawing the pivoted arm, as above stated, the turning of the hinged post will draw the long arm, which in turn will pull on the short arms, and by reason of the connection of one of said arms to one of the rail-sections the latter are caused to turn on their central pivots and occupy the position shown in dotted lines, Fig. 1.

It will be seen that when the rail-sections are set in position they are securely held as against displacement by the base-plate keepers, before described.

My invention can be employed in connection with any crossing-line, no matter at what angle the same strikes the main line, and

when the cross-line is not at an exact right angle, of course it is not necessary to impart to the rail-sections the same amount of movement to accomplish the desired end.

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

1. In a railroad crossing, the combination, with the main road, of the centrally-pivoted rail-sections having upper flanges or projecting ends, the right-angular apertured plate, secured to one of said sections, the pivotal arms, and the long arm connected thereto and to a pivoted post having a rod carrying an arm or rope, substantially as shown and described.

2. The combination, with the pivoted rail-sections having pivoted connecting-arms, of the pivoted short arms, one of which is connected to one of said rail-sections, the long arm, and the hinged post, substantially as shown and described.

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

JESSE T. MABBEY.

Witnesses:

JOSEPH THÉLAN,

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