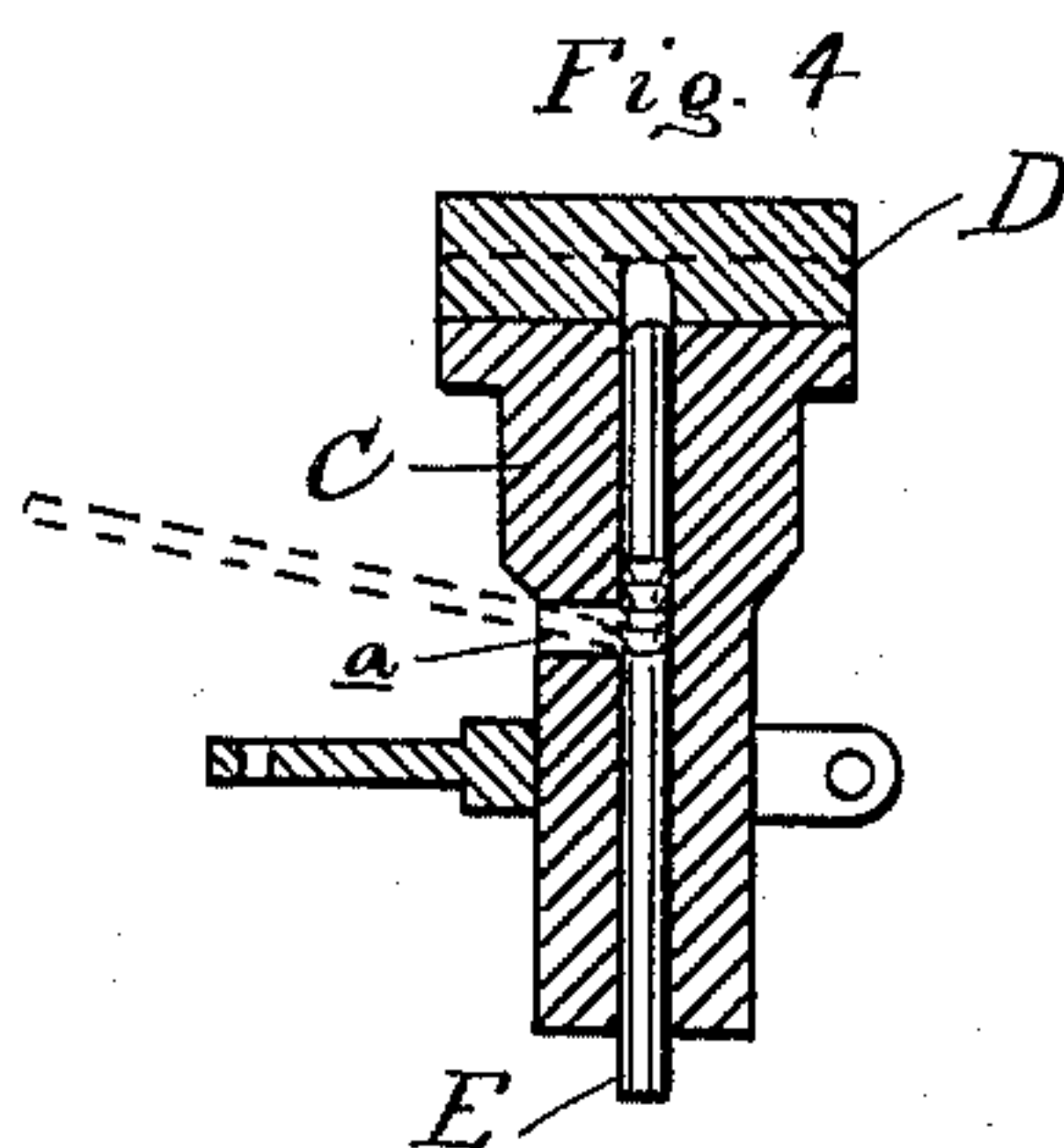
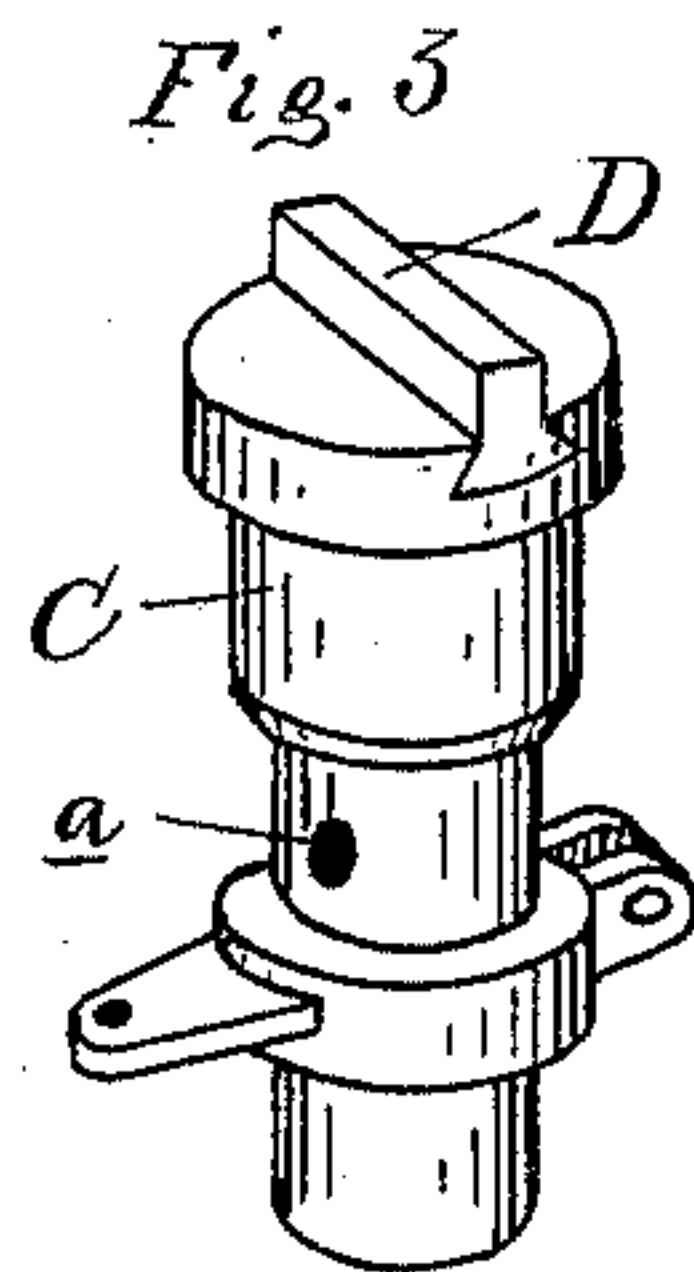
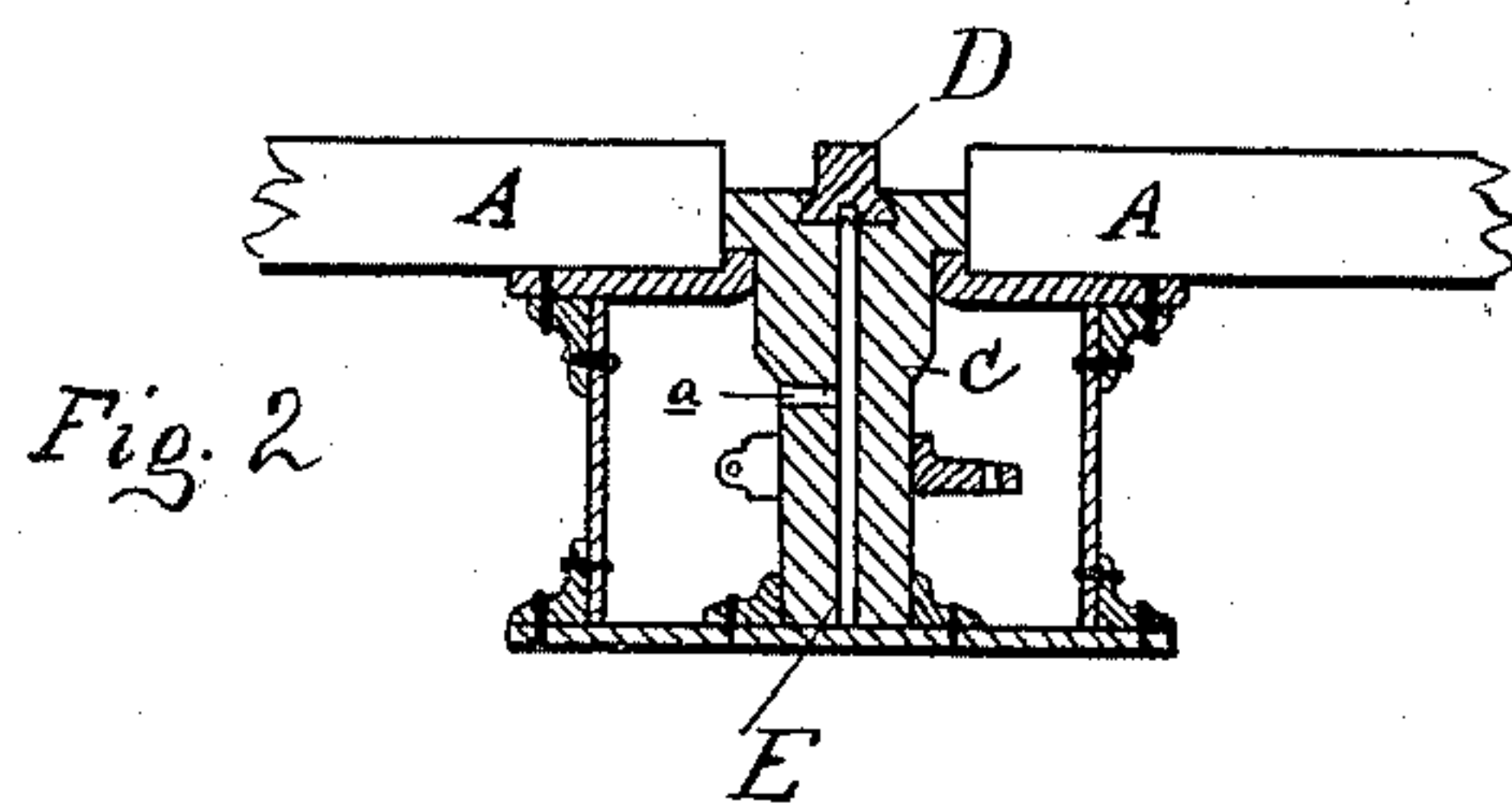
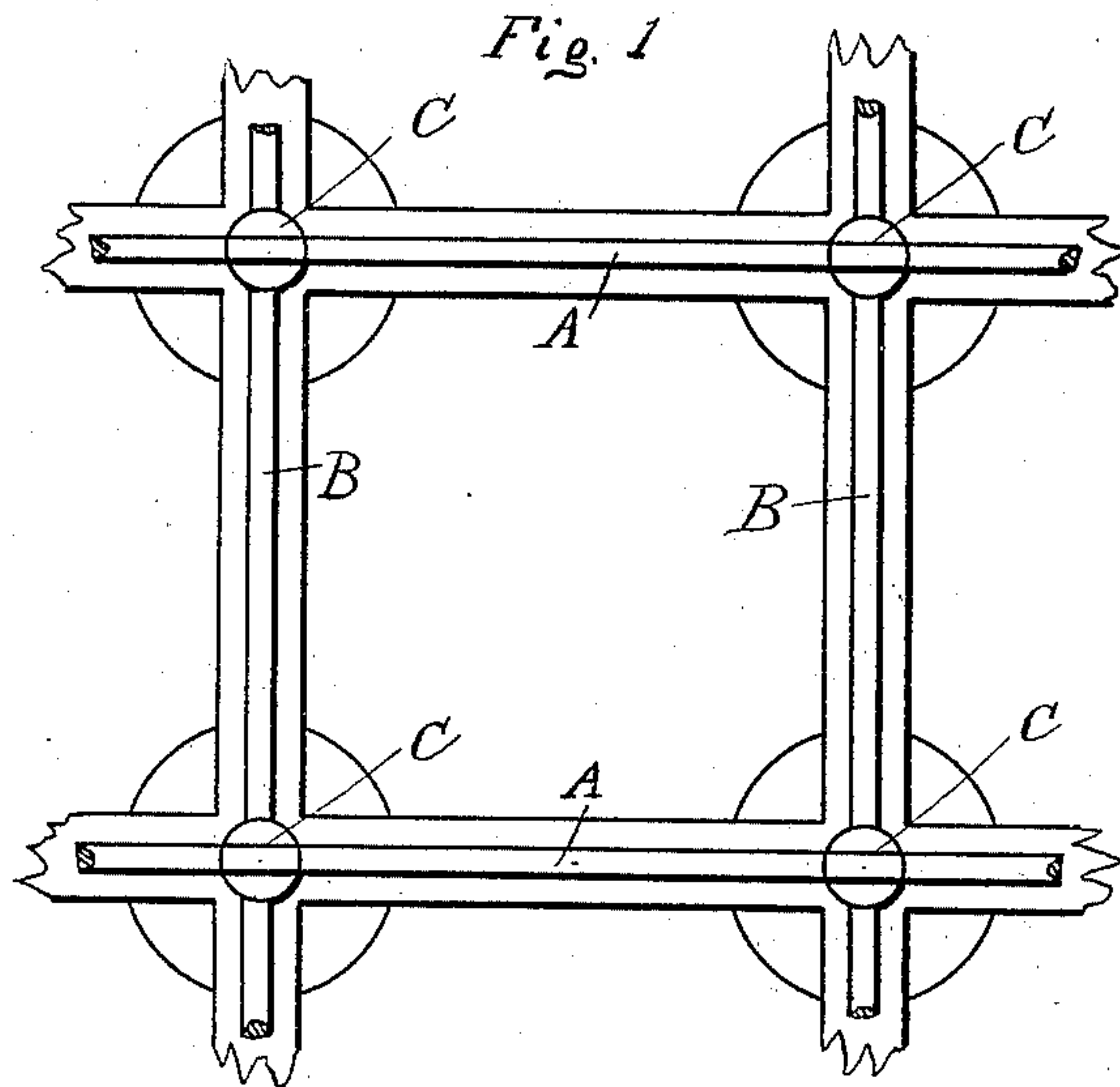


(No. Model.)

E. FONTAINE.
RAILROAD CROSSING.

No. 370,463.

Patented Sept. 27, 1887.



Witnesses:
P. M. Hulbert.
[Signature]

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UNITED STATES PATENT OFFICE.

EUGENE FONTAINE, OF WAGON WORKS, OHIO.

RAILROAD-CROSSING.

SPECIFICATION forming part of Letters Patent No. 370,463, dated September 27, 1887.

Application filed June 16, 1887. Serial No. 241,537. (No model.)

To all whom it may concern:

Be it known that I, EUGENE FONTAINE, a resident of Wagon Works, in the county of Lucas and State of Ohio, have invented new and useful Improvements in Railroad-Crossings; and I hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to certain new and useful improvements in railroad-crossings of that description wherein rotatable posts carrying rail-sections are secured at the intersections of the track-rails and connected together by suitable mechanism to simultaneously turn the posts to connect the rail-sections with either track.

My invention has reference to the construction of the rotatable posts; and it consists in providing such posts with removable rail-sections, or their equivalents, so that at any time when it becomes necessary to renew such rail-sections, which are necessarily subjected to hard usage, they may be quickly removed and replaced with new ones without the least disturbance of the structure of the crossing, and without any danger of their becoming accidentally displaced or detached.

Figure 1 is a diagram of a crossing of the kind described. Fig. 2 is a vertical central section through one of the rotatable posts and the rail-supports. Fig. 3 is a detached perspective view of one of the rotatable posts. Fig. 4 is a vertical central section thereof.

In the accompanying drawings, which form a part of this specification, A and B are the rails of the crossing, secured, as usual, upon a suitable substructure.

C are the rotatable posts which form the subject of my invention. They are constructed identically alike, and I will now proceed to describe one in detail. The top of the post is provided with a dovetail groove extending diametrically across the same and engaging with a dovetail tenon of the short rail-section D. This rail-section is made of steel, and of a cross-section to fit the upper or bearing portion of the track-rails. It is preferably made of less height than the ordinary track-rails,

so as to give the post increased height to enter between the abutting ends of the track-rails. This short rail-section (or rather equivalent rail-section) is locked in place by means of a locking-pin, E, held in position in a vertical channel or hole through the post and entering a recess in the under side of the rail-section, as shown in Fig. 2. In this position it will be seen the pin E is locked against end-wise displacement by the bottom plate, on which the rotatable post rests, and the rail-section cannot be removed, except in the following manner: A small chisel or other suitable tool is introduced through a hole, a, provided in the post and leading inwardly to the pin, which at this spot is ratchet-faced, and by a proper use of such tool, and by lifting the post a suitable distance from its seat, the pin may be displaced, as shown in Fig. 4, to permit the rail-section to be laterally displaced or disengaged from its dovetail engagement with the post, provided the post is previously turned in the angle of the crossing to permit the rail-section to slide out.

What I claim as my invention is—

1. In a railroad-crossing having rotatable posts carrying rail-sections secured at the intersections of the crossing, the combination, with the rotatable posts, of rail-sections, or their equivalents, removably secured thereto by a dovetail mortise-and-tenon engagement and a locking device, substantially as described.

2. The combination, with the rotatable posts carrying a laterally-removable rail-section, of a locking device or pin projecting through the body of the post into a hole in the under side of the rail-section, substantially as described.

3. The combination, with the rotatable post carrying the laterally-removable rail-section, of a movable locking-pin entering a recess in the bottom of the rail-section and extending downwardly through the body of the post to the lower end thereof, substantially as described.

4. The combination, with the rotatable post carrying a rail-section removably secured thereto by means of a dovetail mortise-and-tenon engagement, of a movable locking-pin projecting through the body of the post into

a hole in the under side of the rail-section and extending to the bottom of the post, substantially as described.

5 The combination of the rotatable post C, having the lateral hole *a*, the rail-section D, removably secured thereto by an undercut mortise-and-tenon engagement therewith, and

the locking-pin E, adapted to engage into a recess of the rail-section and extending to the bottom of the post, substantially as described.

EUGENE FONTAINE.

Witnesses:

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