(No Model.) 2 Sheets—Sheet 1.

S. J. AUSTIN.

RAILWAY CROSSING.

No. 540,571. Patented June 4, 1895.

Fig. I.

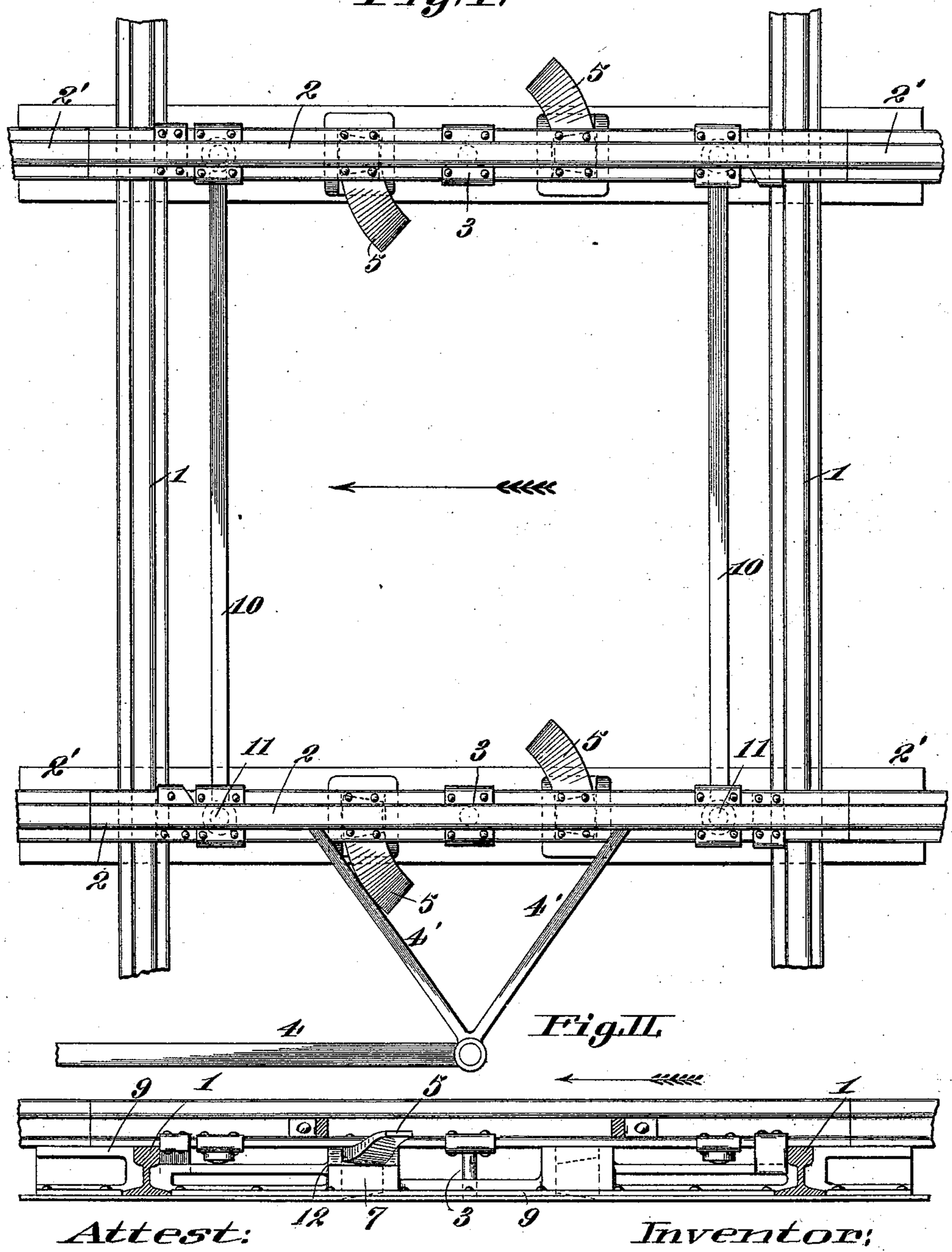

Fig. II.

Attest:

Charles Pickles.

Stanley Stoner

Inventor:

Stephan J. Austin.

By Wright Brothers

Atty's

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Fig. III.

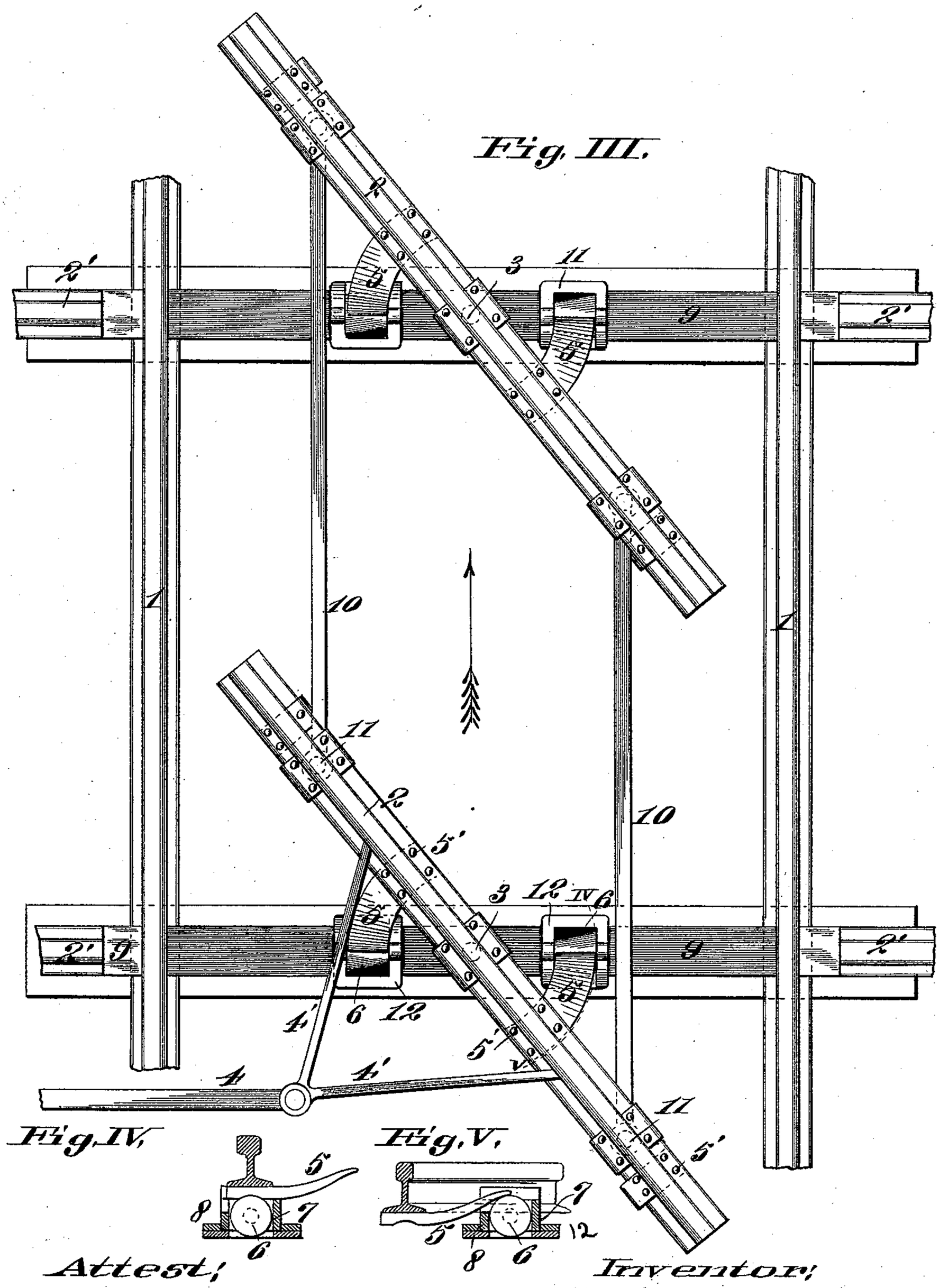

Fig. IV.

Fig. V.

Attest;

Charles Pickles.

Stanley Stoner

Inventor;

Stephen J. Austin

Knight Bros

UNITED STATES PATENT OFFICE.

STEPHEN J. AUSTIN, OF TERRE HAUTE, INDIANA.

RAILWAY-CROSSING.

SPECIFICATION forming part of Letters Patent No. 540,571, dated June 4, 1895.

Application filed March 15, 1895. Serial No. 541,876. (No model.)

To all whom it may concern:

Be it known that I, STEPHEN J. AUSTIN, residing at Terre Haute, in the county of Vigo, State of Indiana, have invented a certain new and useful Improvement in Railway-Crossings, of which the following is a specification, reference being had to the accompanying drawings, forming part of this specification.

This invention relates to a means for moving cross tracks to admit of the passing of a train or trains on the main track without injury to the rails or jolting or jarring of the train, and it pertains to that class of railway crossings, in which two lines crossing at any angle, has one of said lines fixed and the other adapted to be lowered when displaced and thrown out of line, and the object of the invention is to provide a means for lowering the pivoted rail sections when they are thrown out of line, so that said pivoted sections are below the level of the main line, thus allowing for the unobstructed passage of the train over the said main line. This object I attain by use of the device illustrated in the accompanying drawings, in which—

Figure I is a top view showing the pivoted sections closed to allow the passing of a train thereover. Fig. II is a side elevation showing the pivoted section closed. Fig. III is a top view showing the pivoted sections open to allow the passing of a train over the main track. Fig. IV is a detail cross-section through the line I II of Fig. I, showing the pivoted rail when in position shown in Fig. I. Fig. V is a detail cross-section through the line IV V of Fig. III, showing the pivoted rail when in the position shown in Fig. III.

The same numbers refer to the same or similar parts throughout the several figures.

1. 1. represent the rails of the unbroken track, mounted upon and secured to sleepers in the usual manner.

2. 2. are sections of rails adapted to be brought coincident with the cross line rails 2′. 2′. and thus provide a continuous track for said cross line.

3 represents pivot pins about which the rail sections 2 oscillate.

4 is a bar pivotally connected with two branch bars 4′. 4′. which are in turn pivotally connected with one of the rail sections 2. This bar 4 is adapted to be moved either by hand or by the action of a passing train, and its motion turns the rail section 2 about its pivot 3. The two sections 2. 2. are connected at the joints 11 by means of the bars 10, so that the motion of one is simultaneously imparted to the other.

5 represents projecting cams constructed on an incline as shown, and securely fastened to rail sections 2 by means of bolts or rivets at 5′. These inclined cams 5 are inclined to lower the rail sections 2 as they are turned by means of lever 4, and brought out of coincidence with rails 2′.

9 represents braces connecting main rails 1. 1. and in line with rails 2′. 2′. Pivot 3 is attached thereto. The pivot 3 is adapted to ride up and down in its socket in braces 9. Coincident with cams 5 on said braces 9 are journal boxes 12, provided with a roller 6. The outside 7 of the box 12 is higher than the inside 8, and is adapted to have the cams 5 rest upon it when the movable sections 2 are closed.

The rollers 6 and the supporting sides 7 are constructed to just the height of the rails 1. 1. so that when the rail sections 2. 2. are in position, shown in Figs. I and II said sections 2. 2. rest upon the top of rails 1. 1. This places the cross track in the proper position for a train to pass unobstructed thereover. If it is desired to open the main track the rail sections 2. 2. are swung around by means of the mechanism already described. As they are turned the pivot pin 3 drops in its socket, and the cams 5 being inclined, lower the rail sections to the amount of their said incline, (Fig. V.)

It will be readily seen that my device provides a means of allowing a train to pass over unobstructed and continuous tracks, no matter which set is used. The cutting away at the place of intersection of a portion of the rail to allow for the flange on the wheels of the train passing over the other pair of rails is avoided. The train is thus allowed to cross without the usual jarring and jolting. Another advantage possessed by my device is that all the parts are above the ground level, and consequently I avoid the bad results which follow from the usual method of placing parts of the crossing underground.

I claim as my invention—

1. In an improved railway crossing, rail sec-

tions pivoted at their centers, inclined cams secured to said rail sections, and a means of turning said rail sections on their pivots, substantially as described.

2. In an improved railway crossing, the combination of pivoted rail sections, inclined cams attached thereto, rollers over which said cams travel, substantially as described.

3. In an improved railway crossing, the combination of pivoted rail sections, a means of turning said sections, said sections extending when closed over the crossing rails to form an unbroken and smooth rail in line with said pivoted sections, a means of turning said sections about their pivots, inclined cams secured to said sections and rollers carried in boxes 12 adapted to bear said cams, whereby the rail sections are lowered when turned out of line, substantially as described.

STEPHEN J. AUSTIN.

In presence of—
W. FINLEY,
STANLEY STONER.