

(No Model.)

D. GRUHLKEY.
RAILROAD CROSSING.

No. 572,702.

Patented Dec. 8, 1896.

Fig. 1.

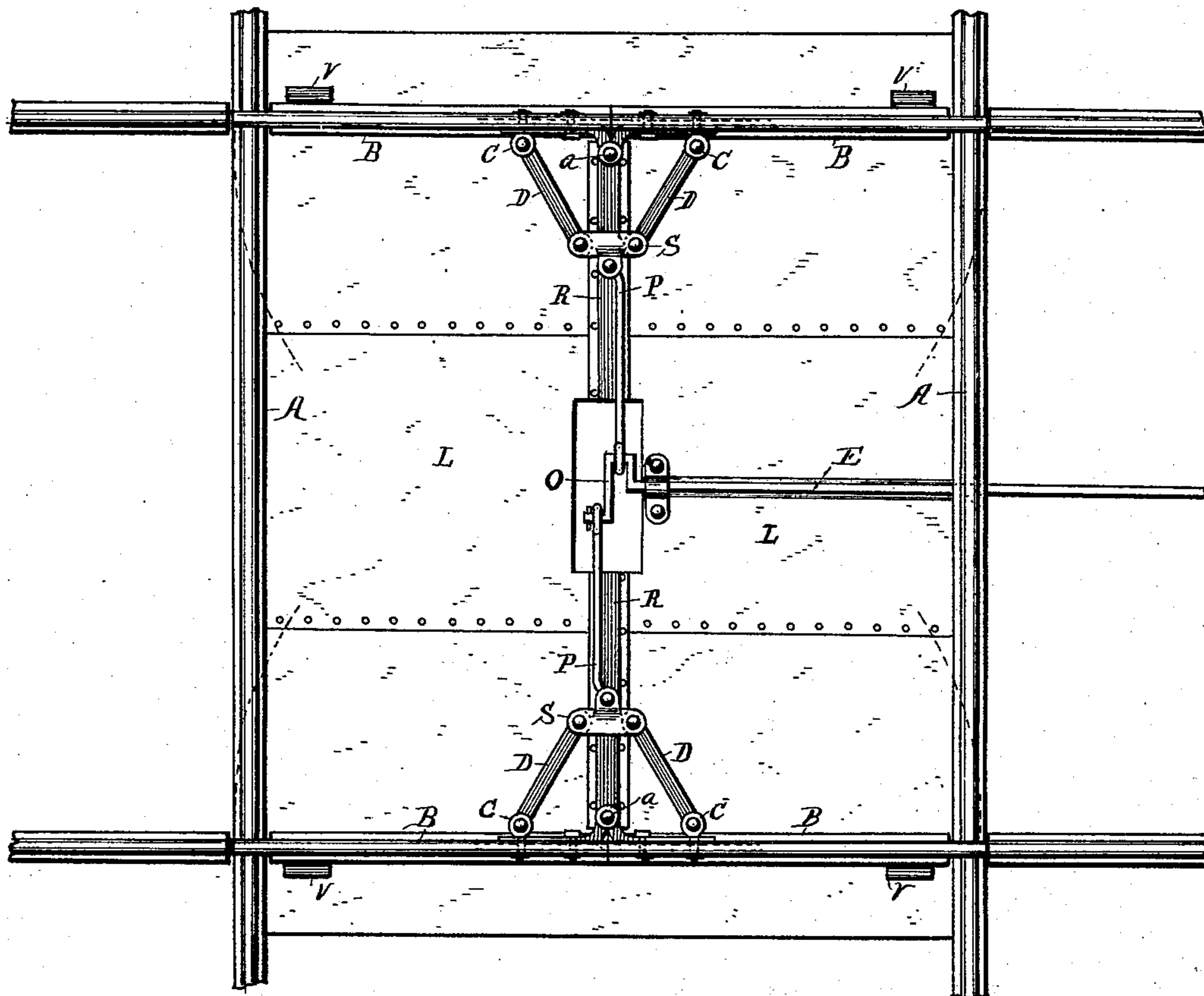


Fig. 2.

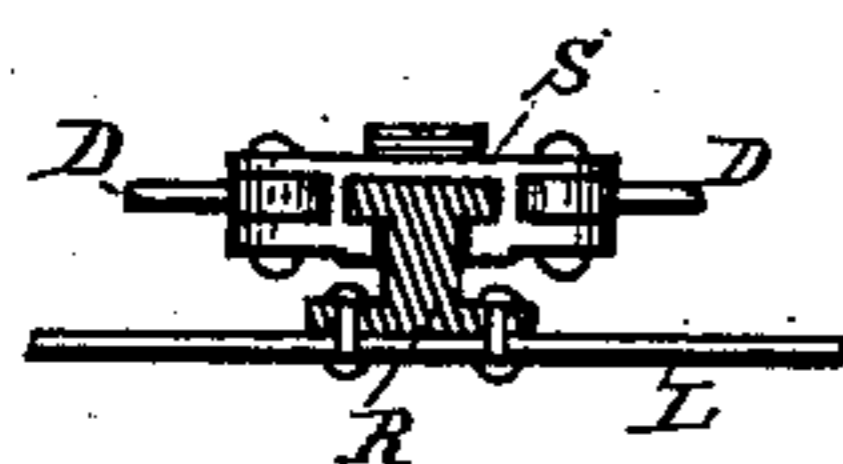
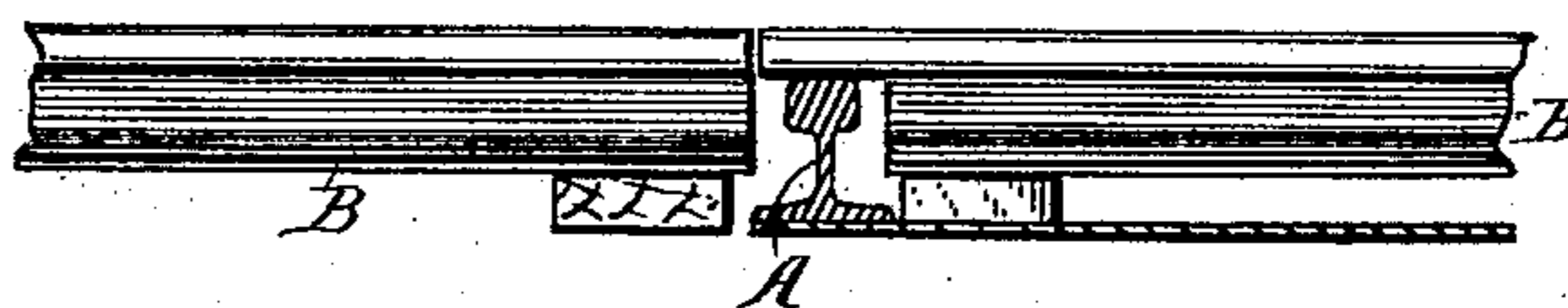


Fig. 3.



Witnesses
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DANIEL GRUHLKEY, OF MARSEILLES, ILLINOIS, ASSIGNOR OF ONE-HALF TO
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RAILROAD-CROSSING.

SPECIFICATION forming part of Letters Patent No. 572,702, dated December 8, 1896.

Application filed March 28, 1896. Serial No. 585,202. (No model.)

To all whom it may concern:

Be it known that I, DANIEL GRUHLKEY, a citizen of the United States of America, residing at Marseilles, in the county of La Salle and State of Illinois, have invented certain new and useful Improvements in Railroad-Crossings, of which the following is a specification, reference being had therein to the accompanying drawings and the letters of reference thereon, forming a part of this specification, in which—

Figure 1 is a plan of the crossing. Fig. 2 is a side view of one of the sliding blocks of the swing-rails of the crossing-rails, and Fig. 3 is a side view of a portion of one of the swing-rails and of one of the crossing-rails and a cross-section of one of the main rails.

This invention relates to certain improvements in railroad-crossings, which improvements are fully set forth and explained in the following specification and claim.

Referring to the drawings, A A represent the two main rails, which are unbroken where they are crossed by the cross tracks or rails.

B represents swing-rails forming a section of the cross-rails between the main rails A and pivotally connected at their inner ends at *a*, from which pivotal point *a* the swing-rails may swing, as indicated by the broken lines, so as to swing off from over the main rails. The cross-rails and said swing-rails are on a plane a little higher than the main rails, as shown in Fig. 3, so that the head of the swing-rails B may swing over the main rails, which is permitted by means of cutting away a portion of the web and tread of the swing-rail, as is shown in said figure. Each pair of swing-rails is connected to a sliding block S by means of rods D, and each head-block is connected by means of pitmen P with the double crank O of shaft E. Said sliding blocks S traverse a rail R, as shown particularly in Fig. 2, and said rail is secured firmly to bed-plates L. In order that the said cranks may operate without obstruction, a

portion of the rail R and bed-plate L are cut away, so the cranks may turn below the plane of said plate.

In operation the sliding blocks are caused to move to or from each other by means of rotating shaft E by any means desired and not necessary to be shown, and thus the swing-rails are swung on their pivotal centers *a*, as indicated by the broken lines, so as to form a crossing over the unbroken main rails, or turned off of the main rails, so a train can pass on the main rails. In Fig. 1 the swing-rails are turned so as to form a crossing over the main unbroken rails. The sliding heads are shown connected with a double crank for sliding them, but they may be moved to swing the swing-rails by any other desired means, and the crank-rod E may be operated by any means desired.

The swing-rails may swing back over the main rails, as shown in Fig. 1, and rest at their outer ends against a solid block or stop V, secured on the bed L, so as to prevent the car-wheels from spreading them apart at their free outer ends.

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

In a railroad-crossing the combination of the unbroken main rails the cross-rails, the swing-rails forming a section of the cross-rails between the main rails and arranged on a higher plane than the main rails so as to swing over them, the sliding heads and their guide-rail, the rods for connecting the swing-rails respectively with the sliding heads, and the means for reciprocating said sliding heads and swinging said swing-rails all arranged to operate substantially as and for the purpose set forth.

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Witnesses:

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