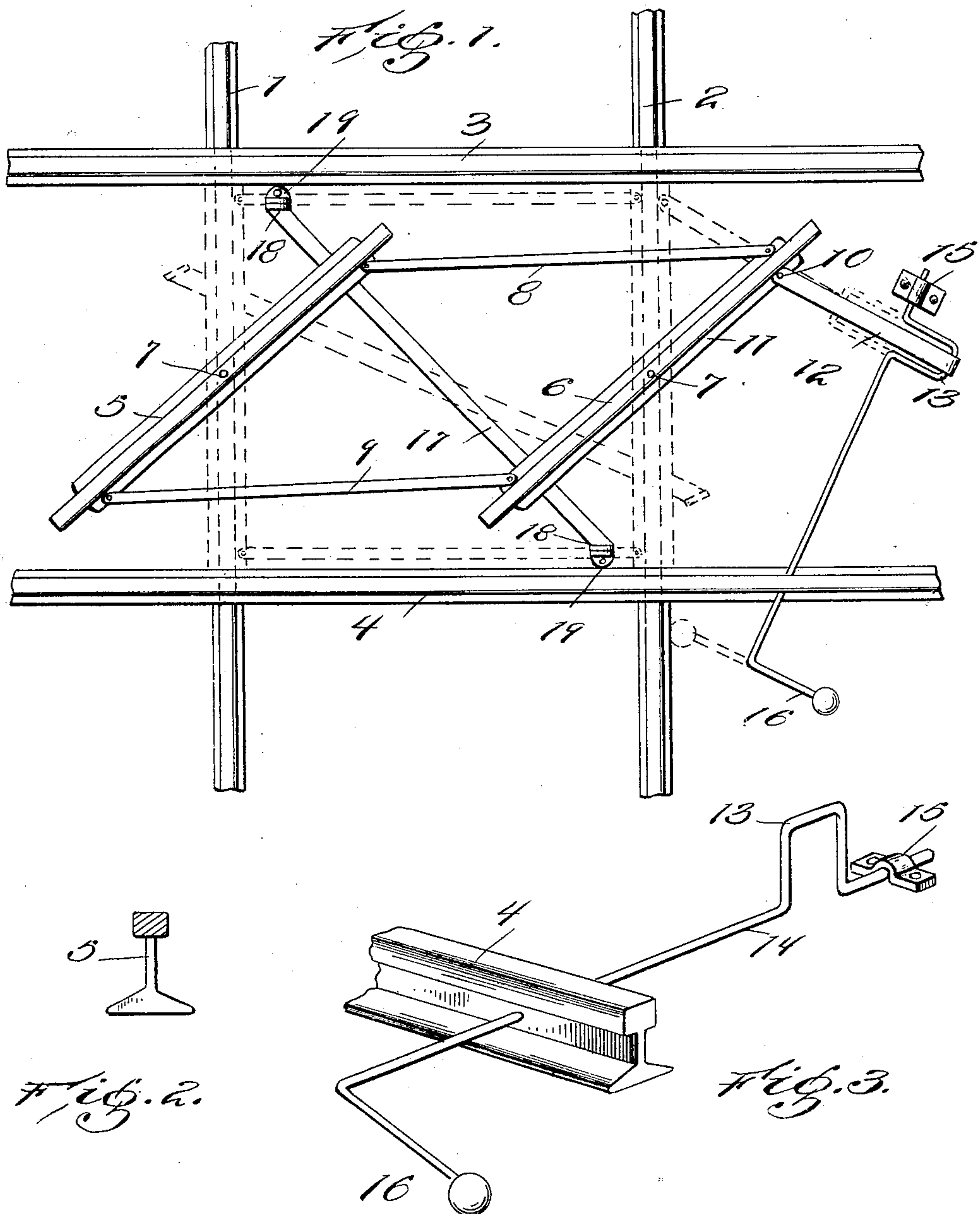


No. 822,828.

PATENTED JUNE 5, 1906.

R. W. CRESS.
RAILWAY CROSSING.
APPLICATION FILED AUG. 25, 1905.



Witnesses

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REUBEN W. CRESS, OF JESSUP, INDIANA.

RAILWAY-CROSSING.

No. 822,828.

Specification of Letters Patent

Patented June 5, 1906.

Application filed August 25, 1905. Serial No. 275,809.

To all whom it may concern:

Be it known that I, REUBEN W. CRESS, a citizen of the United States, residing at Jessup, in the county of Parke, State of Indiana, have invented certain new and useful Improvements in Railway-Crossings; and I do hereby 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.

This invention relates to railway-crossings.

One object is to provide a crossing embodying simplicity, durability, and ease of operation.

Another object of the invention resides in the provision of a crossing including movable rail-sections capable of being readily moved into and out of alinement with corresponding rails.

Other objects and advantages will be apparent from the following specification, which describes an embodiment of the present invention.

In the drawings, Figure 1 is a top plan view of the invention, illustrating the pivotal sections out of alinement with their corresponding rails, the dotted lines illustrating the position of the pivotal sections when the crossing is not broken. Fig. 2 is a sectional view of one of the pivotal rail-sections. Fig. 3 is a detail view illustrating the mounting of the operating-needle.

Referring now to the drawings, the reference characters 1 and 2 indicate the main rails, and 3 and 4 the crossing-rails. It will be observed that the upper faces of the rails 1 and 2 are somewhat higher than the upper faces of the crossing-rails 3 and 4.

The reference characters 5 and 6 designate pivotal rail-sections, the same being pivoted intermediate their ends by means of a suitable pivot 7 to the road-bed. These sections 5 and 6 are connected at corresponding ends by bars 8 and 9, each bar having its opposite

ends pivoted to the respective rail-sections, as shown.

Secured by means of a bolt 10 to the flange 11 of the pivotal section 6 is a rod 12, which is pivotally connected in the bent portion 13 of the crank-shaft 14. This crank-shaft 14 is journaled at one end in a bracket 15, with its opposite end passed through a perforation in the crossing-rail 4, the outer end of the crank-shaft 14 being bent, as at 16, to form a handle whereby the crank-shaft 14 may be rocked backwardly and forwardly, as indicated by dotted lines, to move the pivotal sections 5 and 6 into and out of alinement with the main rails 1 and 2.

The pivotal movement of the sections 5 and 6 is limited by means of a bar 17, which is secured in any suitable manner to the under faces of the pivotal sections at diametrically opposite ends, the extremities of the bar 17, which also acts in the capacity of a brace, projecting beyond the outer faces of the respective sections and having its extreme ends bent downwardly, as at 18, for engagement with corresponding stops 19, arranged in alinement with the main rails 1 and 2.

What is claimed is—

In a railway-crossing, main and crossing rails, sections pivotally mounted and arranged for movement into and out of alinement with the main rails, the said sections being adapted to overlap the crossing-rails when in alinement with the main rails, a brace connecting the pivoted sections to limit their movement out of alinement with the main rails, and a crank-shaft constructed and arranged for throwing the pivoted sections into and out of engagement with the main rails.

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

REUBEN W. CRESS.

Witnesses:

GEO. L. LANEY,
JAS. M. SNOW.