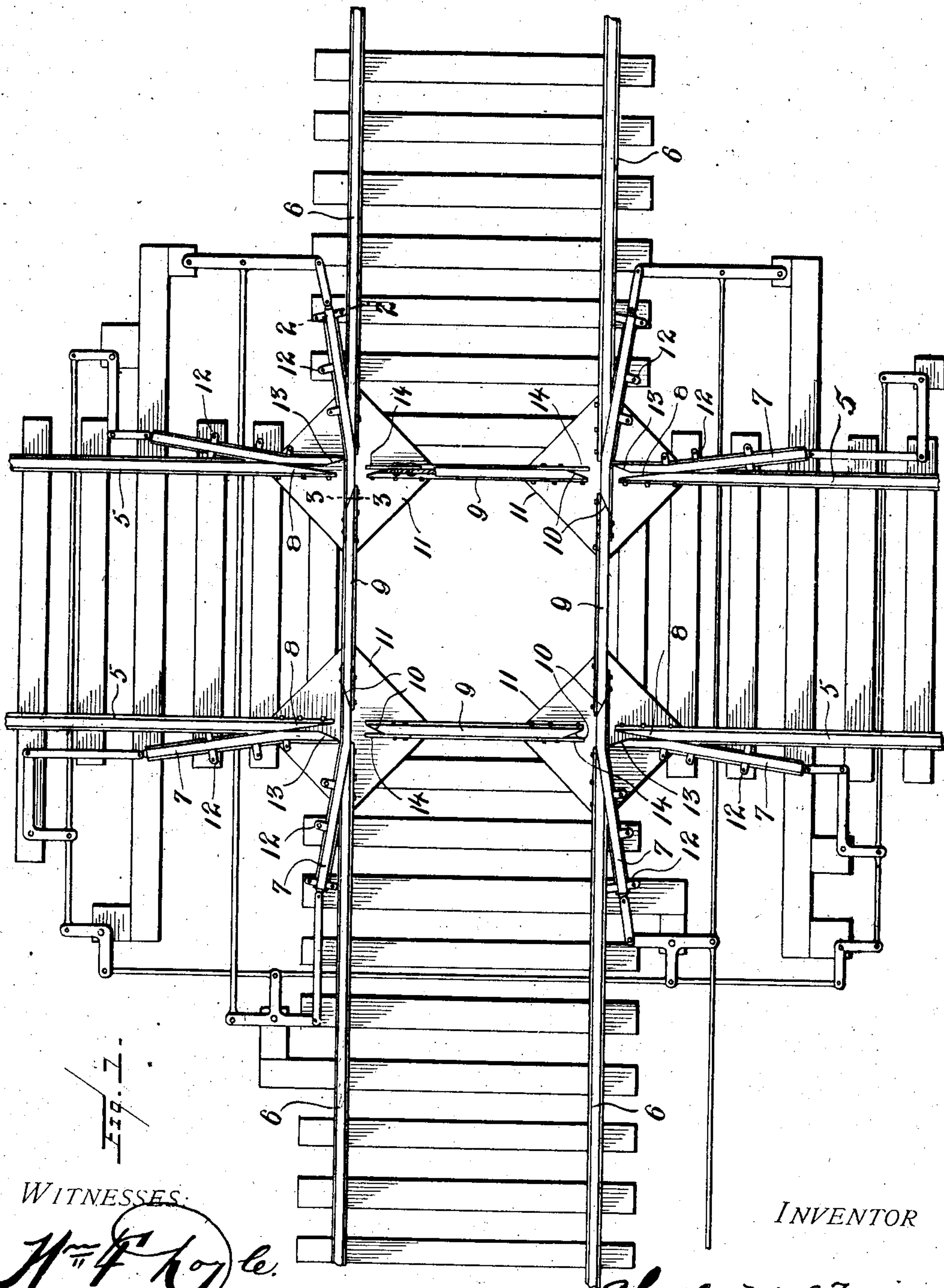


No. 834,158.

PATENTED OCT. 23, 1906.

C. M. McFATRIDGE.
RAILWAY CROSSING.
APPLICATION FILED JUNE 29, 1906.

2 SHEETS—SHEET 1.



WITNESSES

H. F. Hoyle
M. A. Schmidt

INVENTOR

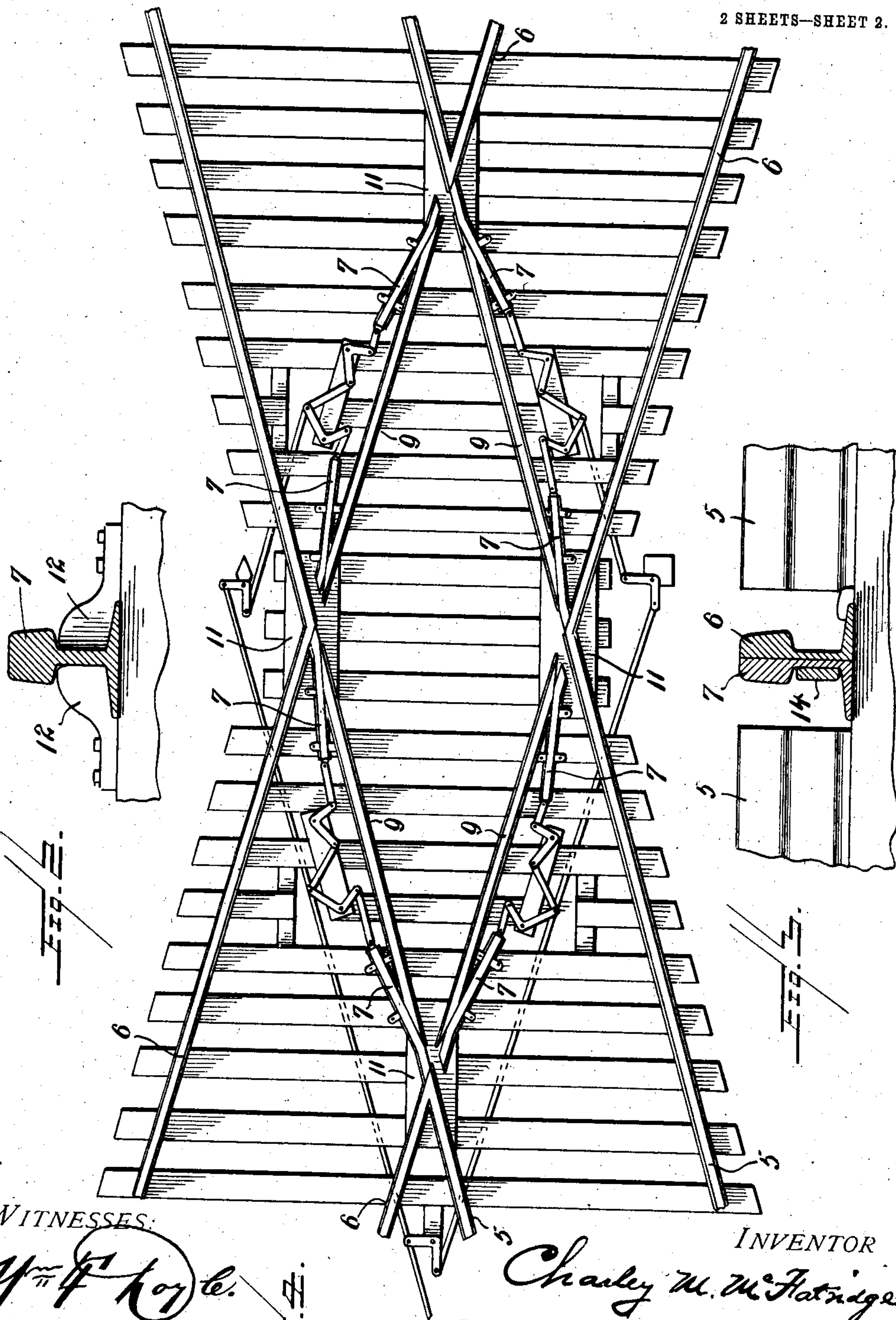
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Fig. 2.

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CHARLEY MERRITT McFATRIDGE, OF MORAVIA, IOWA.

RAILWAY-CROSSING.

No. 834,158.

Specification of Letters Patent.

Patented Oct. 23, 1906.

Application filed June 29, 1906. Serial No. 324,016.

To all whom it may concern:

Be it known that I, CHARLEY MERRITT McFATRIDGE, a citizen of the United States, residing at Moravia, in the county of Appa-

noose and State of Iowa, have invented new and useful Improvements in Railway-Crossings, of which the following is a specification.

This invention is a railway-crossing, and has for its object to provide a smooth passage for trains.

The invention comprises a set of stub-rails which are movable into and out of the space or gap at the intersection of the rails, thereby forming a continuous track and preventing noise and jarring.

In the accompanying drawings, Figure 1 is a plan view of the crossing. Fig. 2 is a section on the line 2 2, and Fig. 3 is a section on the line 3 3 of Fig. 1. Fig. 4 shows the invention applied to a different form of crossing.

Referring specifically to the drawings, 5 denotes the rails of one track, and 6 those of the other track. At their intersection the rails are cut away, and to close the gaps thus formed movable stub-rails 7 are provided. At the crossing the approach-rails of each track are beveled on the outside, as at 8, and the rail-sections 9 of each track, inside the crossing, are also beveled on the outside, as at 10, the points of the latter rails being spaced from the rails which cross the same sufficiently to permit the flanges of the car-wheels to pass. The points of the rails are supported on a base-plate 11, secured to the road-bed.

The stub-rails 7 are located adjacent the approach-rails on the outside thereof and slide back and forth between guide-blocks 12. The ends of the stub-rails are shaped to fit snugly in the gap between the rails, being beveled, as at 13, to fit the beveled por-

tions 10 of the rail-sections 9, thus making a continuous track when slid forwardly into the gap. On the outside of the rail-sections 9 are secured flanges 14, which project beyond the ends of said rails and serve as stops to limit the forward movement of the stub-rails.

The stub-rails are connected by a system of levers and rods in such a manner that when the stub-rails of one of the tracks are moved forwardly to close the gap the stub-rails of the other track will be withdrawn, and vice versa. In Fig. 1 of the drawings a crossing is shown in which the rails cross at right angles; but the invention can also be applied to crossings in which the rails cross at other angles, as shown in Fig. 4.

I claim—

1. In a railway-crossing, the combination of intersecting rails, the approach-rails of each of which are cut away on both sides of the intersection to form gaps and open corners, and separate oppositely-moving stub-rails adjacent the approach-rails at each corner and on the outer sides thereof, and slidable across the corners and into the gaps to form a continuous track.

2. In a railway-crossing, the combination of intersecting rails, each of which is cut away to form gaps at the intersection, and the rail-sections inside the crossings having beveled ends, flanges projecting from said ends, and stub-rails slidable into the gaps, and engaging behind the flanges.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CHARLEY MERRITT McFATRIDGE.

Witnesses:

J. J. HICKE,
R. McDANEL.