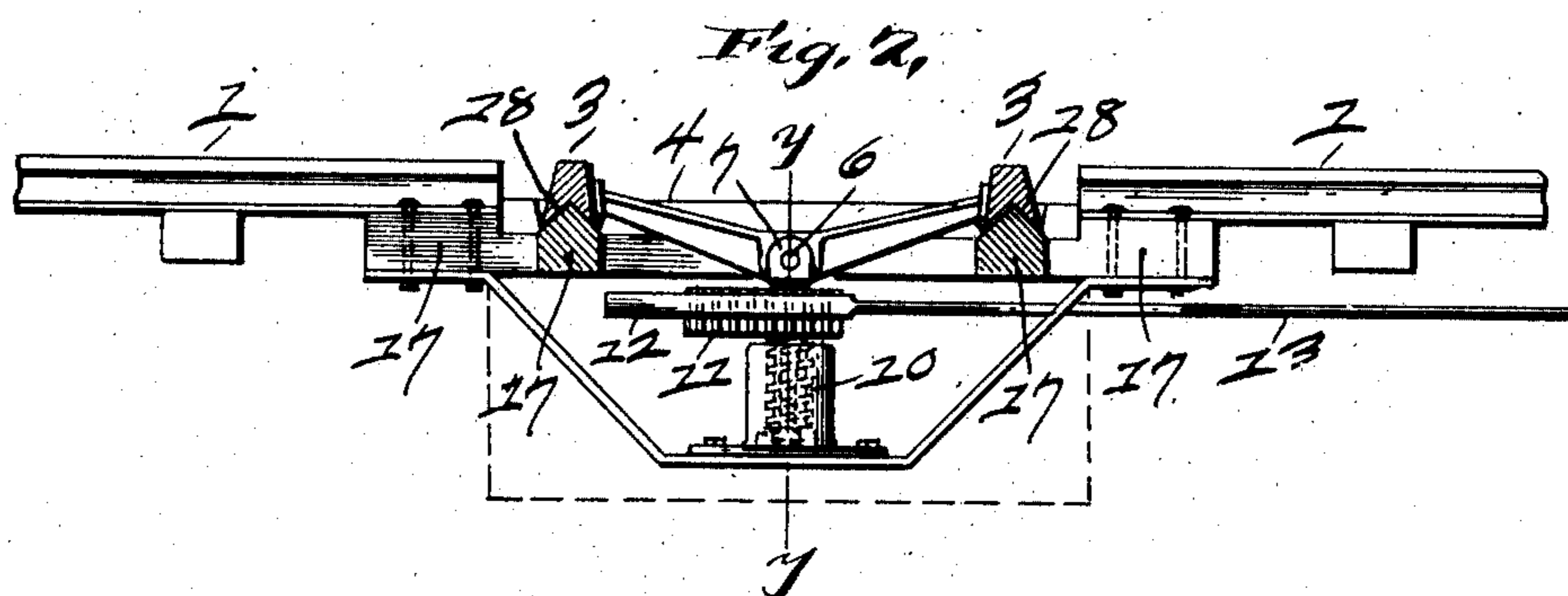
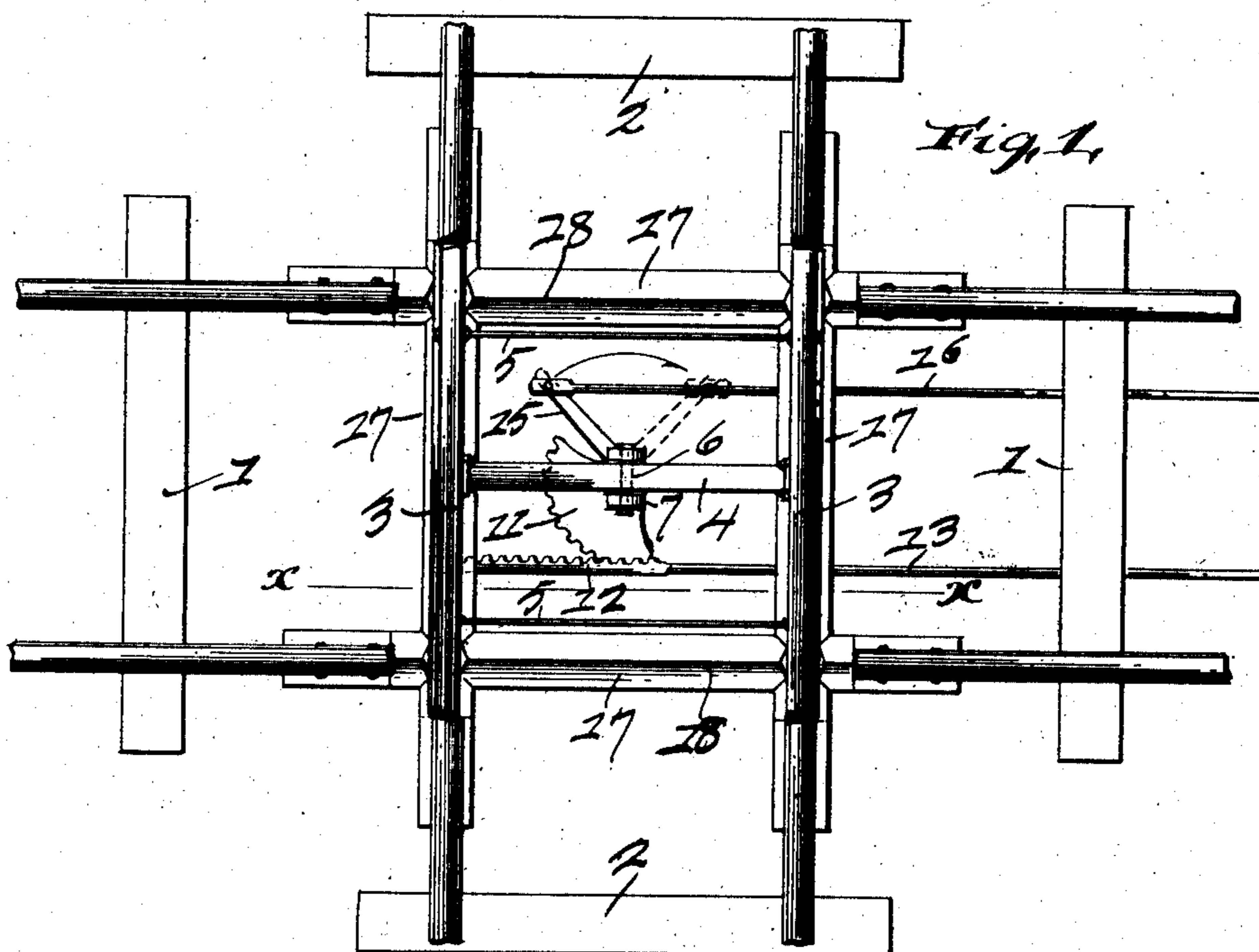


J. W. BALDWIN, JR.
RAILROAD CROSSING.
APPLICATION FILED APR. 23, 1908.

928,238.

Patented July 20, 1909.

2 SHEETS—SHEET 1.



Witnesses,
E. O. Miller
J. L. Bick.

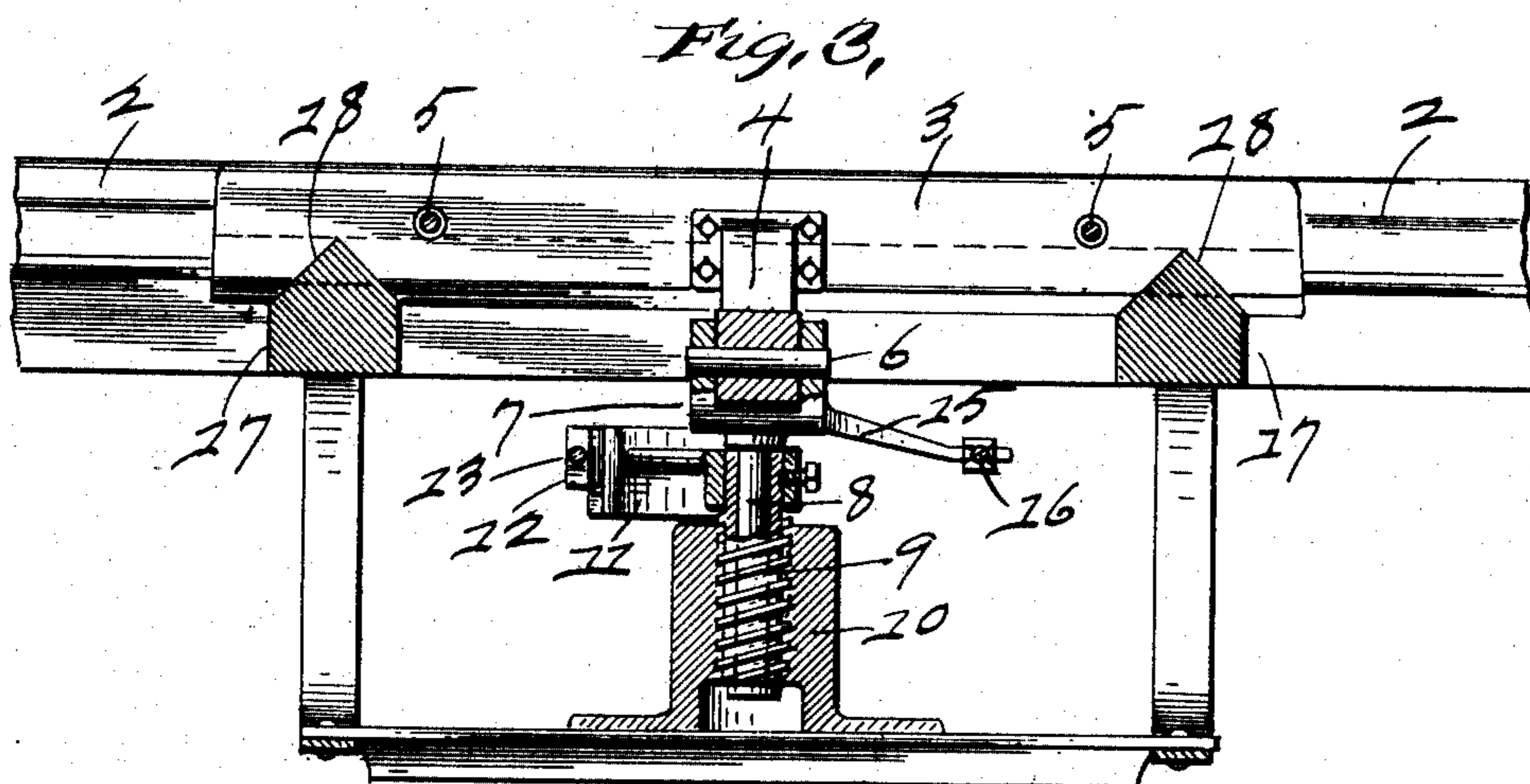
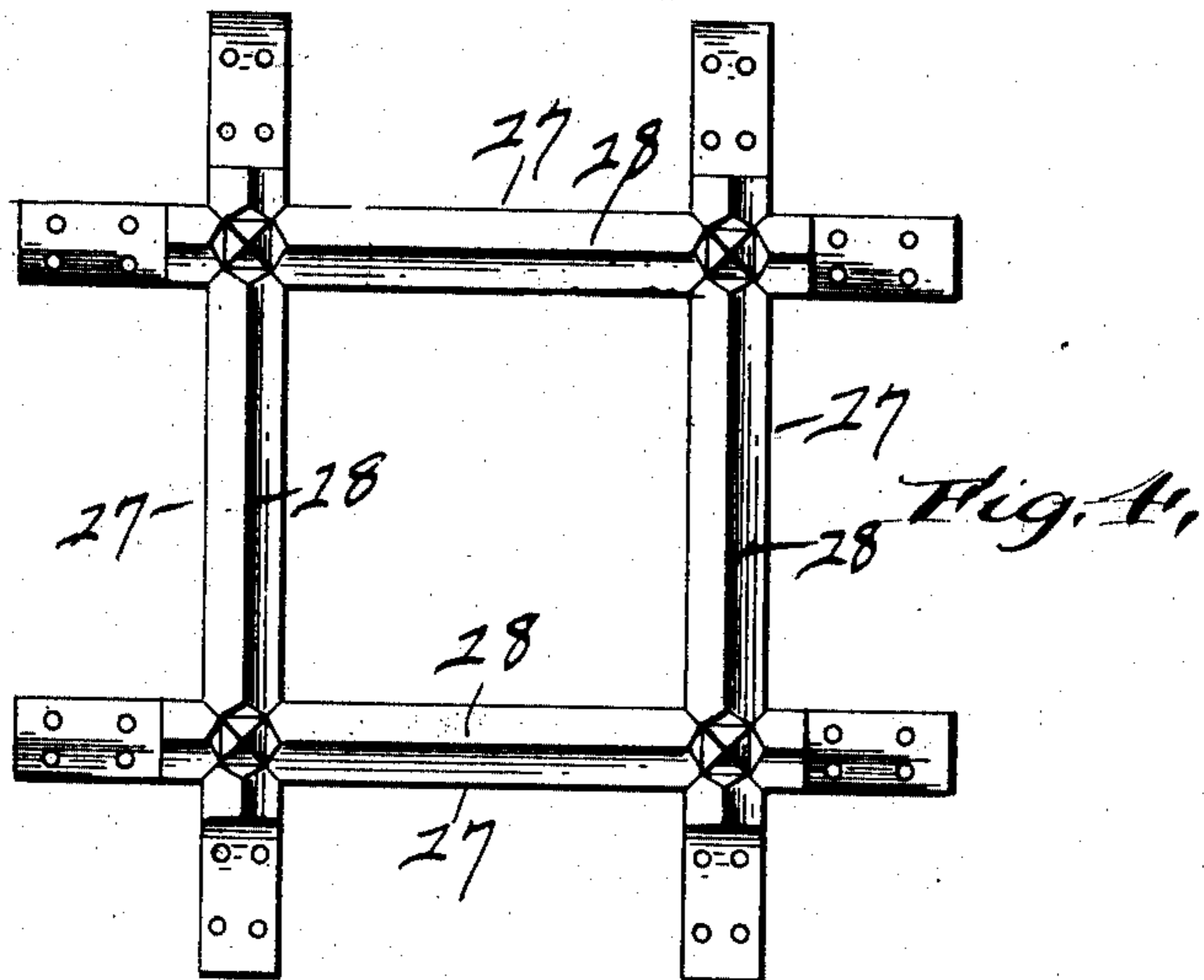
Inventor,
John W. Baldwin Jr.
By E. O. Miller
att.

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2 SHEETS—SHEET 2.



Witnesses,
E. O. Miller
J. L. Rick.

Inventor,
John W. Baldwin Jr.
By Carl H. Keller
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UNITED STATES PATENT OFFICE.

JOHN W. BALDWIN, JR., OF TOLEDO, OHIO.

RAILROAD-CROSSING.

No. 928,238.

Specification of Letters Patent.

Patented July 20, 1909.

Application filed April 23, 1908. Serial No. 428,779.

To all whom it may concern:

Be it known that I, JOHN W. BALDWIN, Jr., a citizen of the United States, residing at Toledo, in the county of Lucas and State of Ohio, have invented certain new and useful Improvements in Railroad-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 railroad crossings, and the object of the same is to provide simple and effective means whereby the rails of either of two intersecting tracks may be made continuous with absolute safety.

To this end the invention embodies the novel arrangement and construction hereinafter shown, described and claimed.

In the accompanying drawings Figure 1 is a plan view of my invention showing a means of operation; Fig. 2 is an elevation partly in section on line $x-x$, Fig. 1; Fig. 3 is an enlarged sectional elevation showing the operating mechanism, the section being indicated by the line $y-y$, Fig. 2; Fig. 4 is a plan view of the girder support for the movable rails, this view showing the girder support before being placed in position.

1, 1 and 2, 2 indicate the rails of two intersecting tracks, and 3, 3 are the rails of a movable track adapted to be operated in the manner hereinafter described to register with either of the intersecting tracks to render the same continuous. The rails of the movable track are connected by a yoke 4 and tie-rods 5 to maintain them rigidly in position, and the yoke 4 at a central point is mounted to tilt slightly on a horizontal axis in either direction, the construction employed being a cross-pin 6 carried in the head 7 of the center-bolt 8. By this means the movable rail sections adapt themselves to differences of elevation in the tracks 1, 1 and 2, 2. The center-bolt is mounted to rotate freely in a sleeve 9 externally screw-threaded to raise or lower when rotated in the casting 10, the pitch of the screw upon the sleeve being steep preferably to reduce the rotation to a minimum in the operation of the mechanism. The means for rotating the sleeve consists of a segmental gear 11 secured thereto and a rack 12 meshing therewith, the rack being moved backward or forward to raise or lower the sleeve by a rod 13 actuated by a suitable lever (not shown) connected with its oppo-

site end. Upon the head which supports the yoke 4 is a laterally extending lever or arm 15 which is moved through a quarter arc as indicated in Fig. 1, a rod 16 connecting with the arm, and this rod being also actuated by a suitable lever connected with its other end.

Positioned below the movable rails and firmly supported upon a suitable foundation are the intersecting girders or supports for the movable rails, the same being firmly united at their outer ends with the ends of the rails 1, 1 and 2, 2. The girders 17 may be cast of steel with the top sides 18 preferably tapered in opposite directions to shed any particles of material that may fall thereon, and the lower sides of the movable rail sections are shaped complementary to the top sides of the girders, so that when the movable rails are in position thereon there will be perfect alinement between the movable rails and the rails 1, 1 or 2, 2, with no tendency toward lateral or rotative movement.

To shift the position of the movable rails, the first operation is to elevate them by rotating the screw-threaded sleeve, the degree of elevation required being the height at which they will readily clear the girders and also the ends of the rails 1, 1 and 2, 2. Then by a quarter movement of the lever upon the head of the center bolt the movable rails will be in the required direction, the final operation to bring the rails into position being to lower them in place upon the girders by actuating the sleeve in a reverse direction.

The operation of shifting the movable track to form a continuation of either intersecting track involves as has been shown, the movement of two levers only, one to raise and to lower the movable track supporting structure and the other to impart a quarter movement thereto. It is apparent from the description that when the movable track is lowered in either direction, the same will be firmly locked against vertical movement and also against rotating or lateral movement.

Although I have described a means for raising and lowering and a means for rotating the movable track-supporting structure, I do not intend to confine my invention to the means shown, since it is obvious that changes and alterations may be made therein without being a substantial departure from the invention.

Having described my invention, what I

claim and desire to secure by Letters Patent, is—

1. In a railroad crossing, the combination with intersecting trackways, of a rotating and vertically moving trackway disposed at the intersection of said trackways and adapted to render either continuous when said rotating trackway is in lowered position, supports for the rotating trackway interlocking with the said rotating trackway for holding it against rotation when in lowered position, and means for imparting vertical movement to the rotating trackway, and mechanism for rotating the same.
2. In a railroad crossing, the combination with intersecting trackways, of a rotating trackway disposed at the intersection of said trackways and adapted to render either continuous, vertical alining means to support and hold the rotating trackway against rotation when alined with either of the intersecting trackways, and means for elevating the rotating trackway to render the alining means inoperative, substantially as described.
3. In a railroad crossing, the combination with intersecting trackways, of a rotating trackway disposed at the intersection of said trackways and adapted to render either continuous, and a support for the rotating trackway, said support and the rotating trackway having complementary alining faces adapted to hold the rotating trackway against rotation when alined with either of the intersecting trackways, substantially as described.
4. In a railroad crossing, the combination of intersecting trackways, of a rotating trackway disposed at the intersection of said trackways and adapted to render either con-

tinuous, a support for the rotating trackway, said support and the rotating trackway having complementary alining faces to hold the rotating trackway against rotation when alined with either intersecting trackway, means for elevating the rotating trackway above its support to disengage the same therefrom, and means for rotating the rotating trackway, substantially as described.

5. In a railroad crossing, the combination of intersecting trackways, of a rotating trackway disposed at the intersection of said trackways and adapted to render either continuous, a support for the rotating trackway, the support and the rotating trackway having complementary alining faces to hold the rotating trackway against rotation when alined with either intersecting trackway, means for elevating and lowering the rotating trackway, means for rotating the same, and means for positively locking the same when in alined position with either intersecting trackway, substantially as described.

6. In a railroad crossing, the combination of intersecting trackways, of a rotating trackway disposed at the intersection of the said trackways adapted to render either continuous, supports for the rotating trackway, seats in the under surfaces of the rails of the rotating trackway for receiving the supports of said rotating trackway, and means for adjusting the rotating trackway vertically with relation to the supports, and means for turning the rotating trackway.

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

JOHN W. BALDWIN, JR.

Witnesses:

CARL H. KELLER,
GEO. D. PALMER.