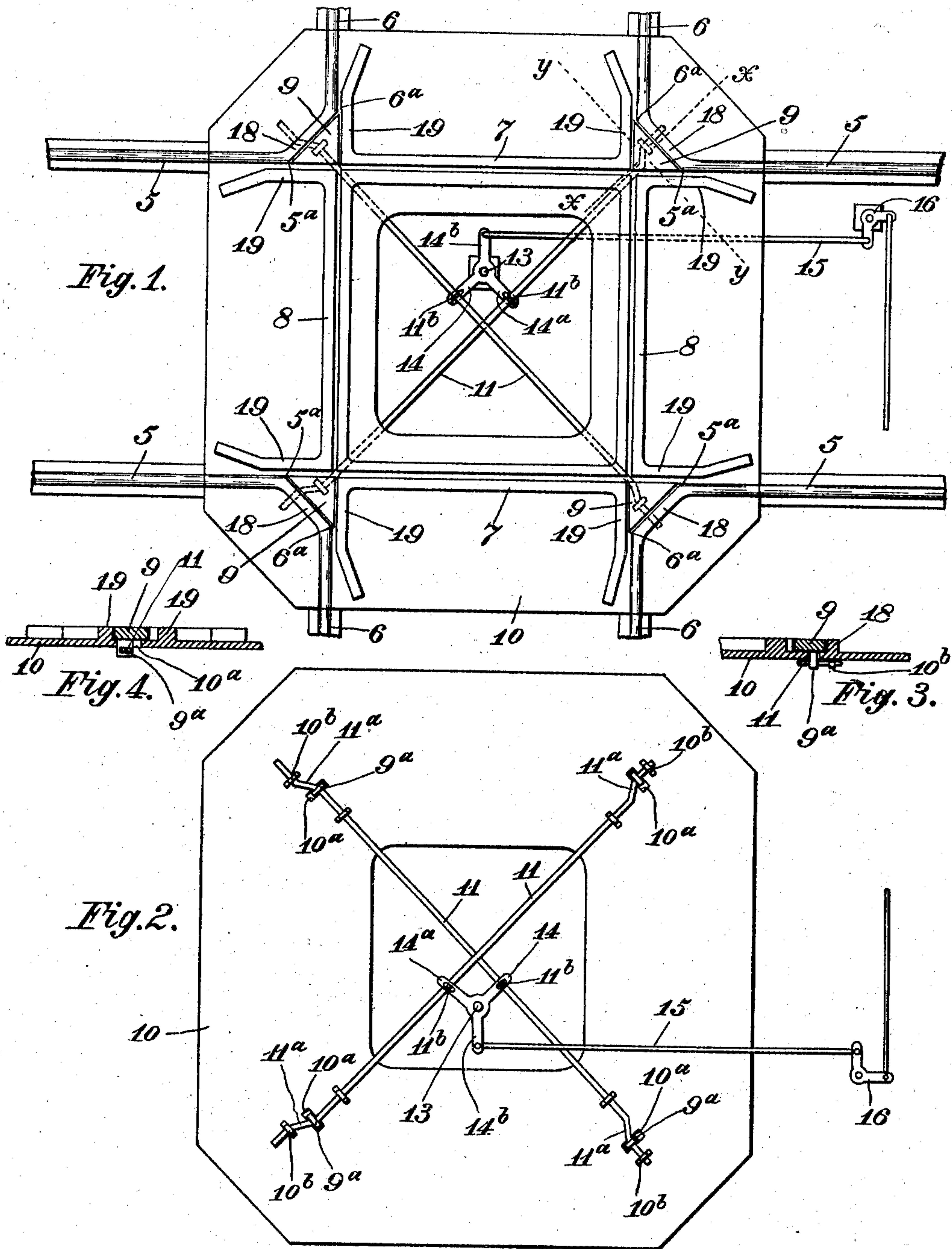


J. H. EYMON.
RAILROAD CROSSING.
APPLICATION FILED AUG. 7, 1909.

967,179.

Patented Aug. 16, 1910.



Witnesses
Mayme Toard
Edward Paul.

Inventor
James H. Eymon
by *Finckel Finckel*
his Attorneys

UNITED STATES PATENT OFFICE.

JAMES H. EYMON, OF MARION, OHIO.

RAILROAD-CROSSING.

967,179.

Specification of Letters Patent.

Patented Aug. 16, 1910.

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To all whom it may concern:

Be it known that I, JAMES H. EYMON, a citizen of the United States, residing at Marion, in the county of Marion and State of Ohio, have invented a certain new and useful Improvement in Railroad-Crossings, of which the following is a specification.

The object of this invention is to provide a railroad crossing of simple and economical construction over which cars can pass on either road without creating the usual jar, noise and clatter incident to crossings at present in use.

The invention is embodied in the construction hereinafter described and pointed out in the appended claims.

In the accompanying drawing: Figure 1 is a plan view showing as much of crossing roads as is needful to illustrate the invention; Fig. 2 is a plan view of the under side of what is shown in Fig. 1; Figs. 3 and 4 are sections at right angles to each other on lines $x-x$ and $y-y$ respectively, to illustrate more particularly the shiftable block employed in the construction.

In the views 5, 5, 5, 5, are outer rails of one road and 6, 6, 6, 6, are corresponding rails of a crossing road. These rails practically have their crossing terminals at the points 5^a and points 6^a respectively. The fixed portions of the crossings between the rails are designated 7, 7, for the road having tracks 5, 5, 5, 5, and 8, 8, for the road designated 6, 6, 6, 6. There are thus formed gaps between the terminal points 5^a and the ends of the inner rail sections 7 and between the terminals 6^a and the inner rail sections 8. Seated on a suitable bed 10 in the vicinity of each of these gaps is a triangular block 9 two edges of which constitute short tread sections upon which the wheels of the cars and locomotives can run. The blocks 9 are each provided at its under side with a guiding lug or projection 9^a extending through a guiding slot 10^a in the bed 10 and the blocks and slots are formed to permit the shifting of the blocks to close the gaps between the outer and inner track sections and form a practically uninterrupted tread, with room for the wheel flanges, for the crossing of either of the roads. In Fig. 1, the blocks are shown as set to permit

such a crossing for the road comprising tracks 5, 5, 5, 5, but by shifting the blocks a similar crossing is formed for the intersecting road comprising the tracks 6, 6, 6, 6.

The means shown for shifting the blocks 9 comprise two bars 11, 11, each having a jog to form a two-edged cam portion 11^a each therefore operative at both sides. The bars 11 at each side of said cam portions extend through guiding loops 10^b and said cam portions work in a hole in the lug or guiding projection 9^a when the said bars are longitudinally shifted in either direction, the cam portions 11^a act on the lugs 9^a to shift the block in one direction or the other according to the action of the cam portions. The cam portions are so formed and arranged, or as shown, as to shift all the blocks to form the smooth crossing for the road over which the cars are to pass.

The bars 11 can be shifted by means of a three-armed lever pivoted at 13 on a suitable stationary pillar, said lever having two of its arms 14 and 14^a slotted to engage pins 11^b on the rods 11, and the third arm 14^b connected with one end of a rod 15 said rod having the other end attached to one arm of a bell crank lever 16. The other arm of the bell crank lever 16 has a rod extending, if desired, to a switch tower, or to a suitable operating lever alongside the track as will be well understood.

By connecting the outer rail terminals with a wall, as at 18, and by using the rail ends 19, the block is similarly and thoroughly braced in either of its two positions.

What I claim is:

1. In a railroad crossing, the combination with inner and outer rail sections of two crossing roads having gaps between the terminals thereof substantially as described, of four sliding blocks each having two tread edges and a cam receiving lug, means for guiding the block in its movements, two longitudinally shiftable bars each having at each of its ends a two-edged cam adapted to engage the lug on one of the blocks to shift the block when the bar is moved in either direction, and guides for said shiftable bars.

2. In a railroad crossing, the combination with inner and outer rail sections of two crossing roads having gaps between the

terminals thereof substantially as described,
of four sliding blocks each having two tread
edges, slotted beds on which said blocks
slide, lugs on said blocks projecting through
5 the slots of the said beds, two longitudinally
shiftable bars each having at each of its
ends a two-edged cam adapted to engage the

lug on one of the blocks to shift the block
when the bar is moved in either direction,
and guides for said shiftable bars.

JAMES H. EYMON.

Witnesses:

MARCUS B. CHASE,
J. W. ULSH.