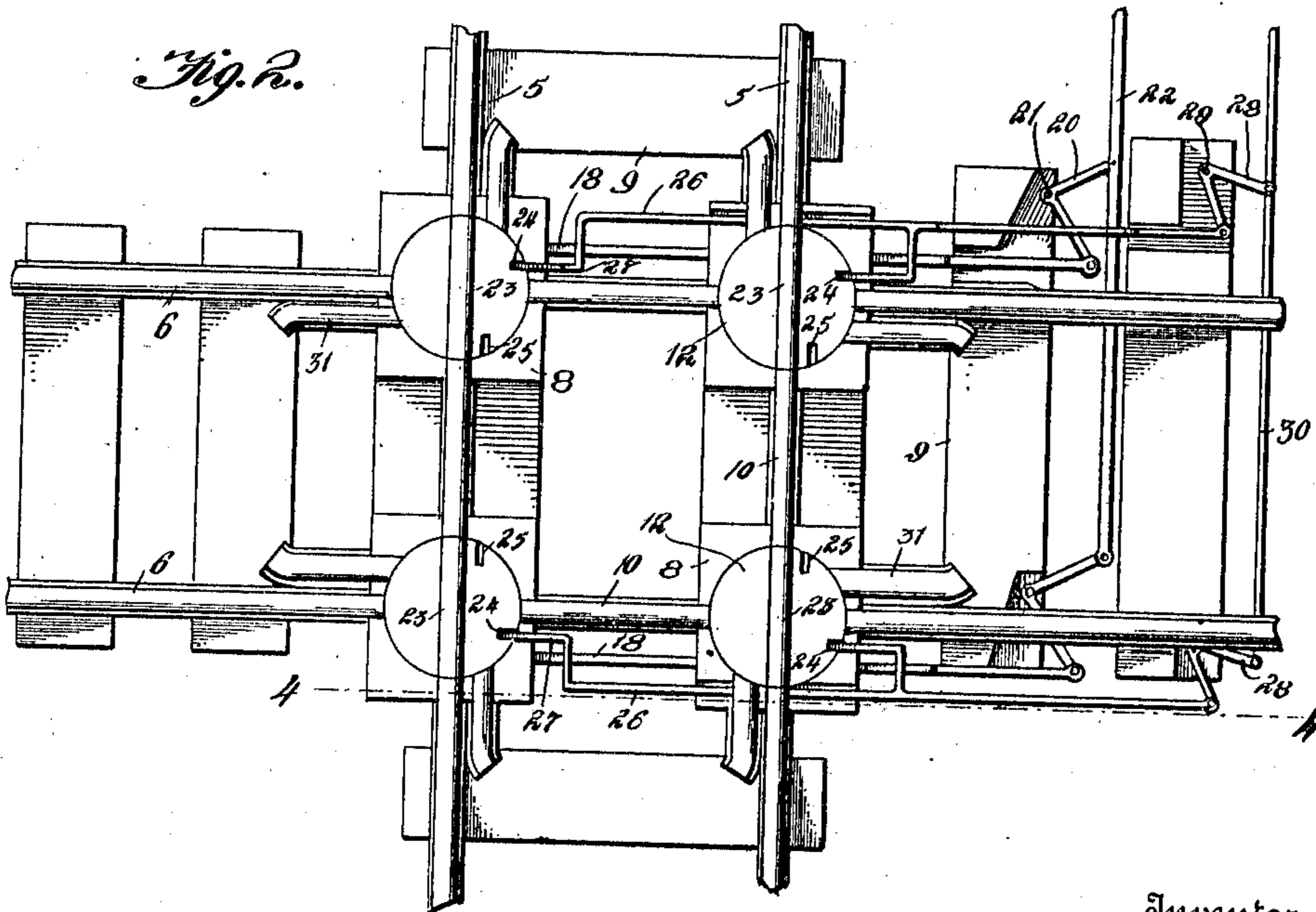
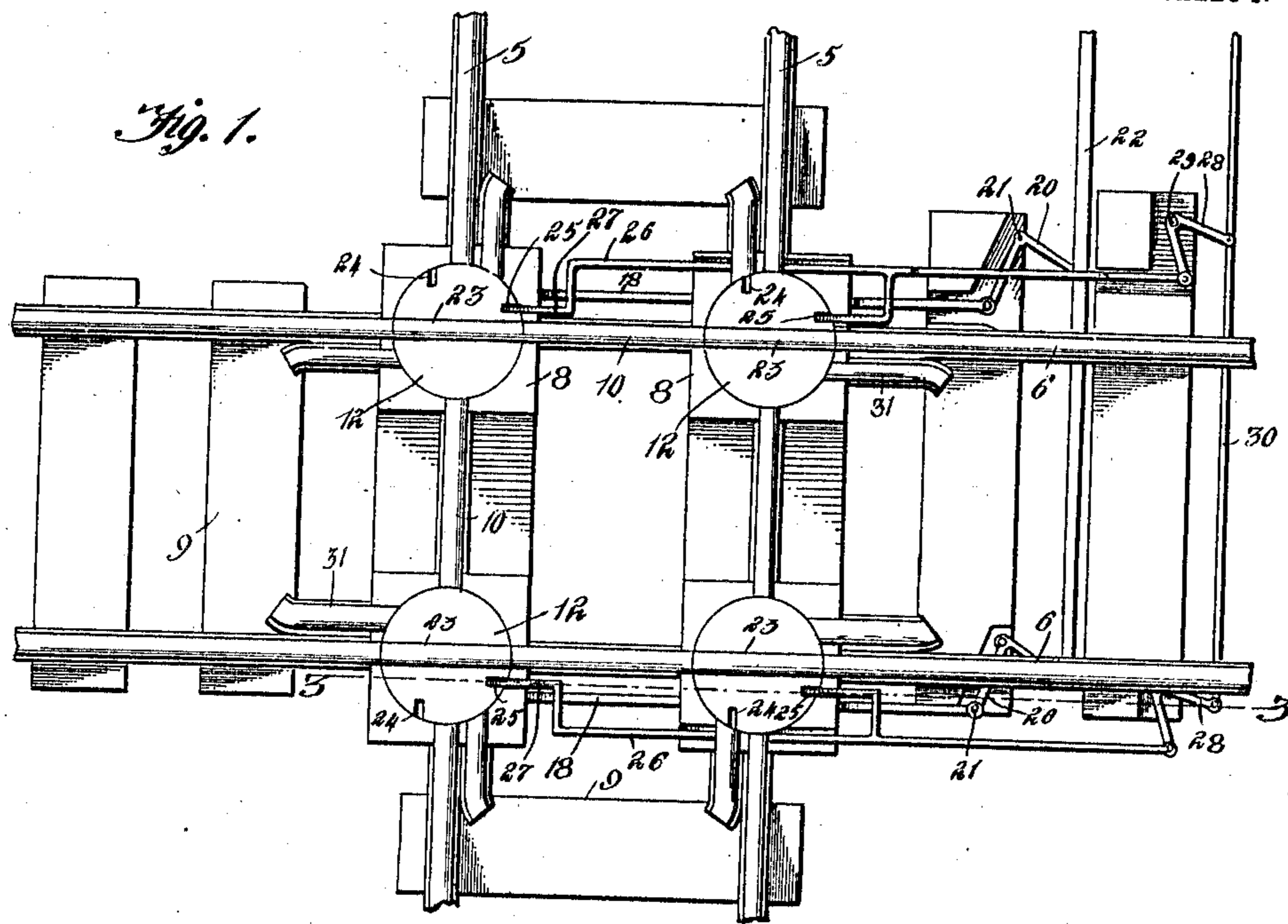


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RAILWAY CROSSING.
APPLICATION FILED SEPT. 29, 1910.

Patented Apr. 4, 1911.

2 SHEETS—SHEET 1.



Witnesses

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2 SHEETS—SHEET 2.

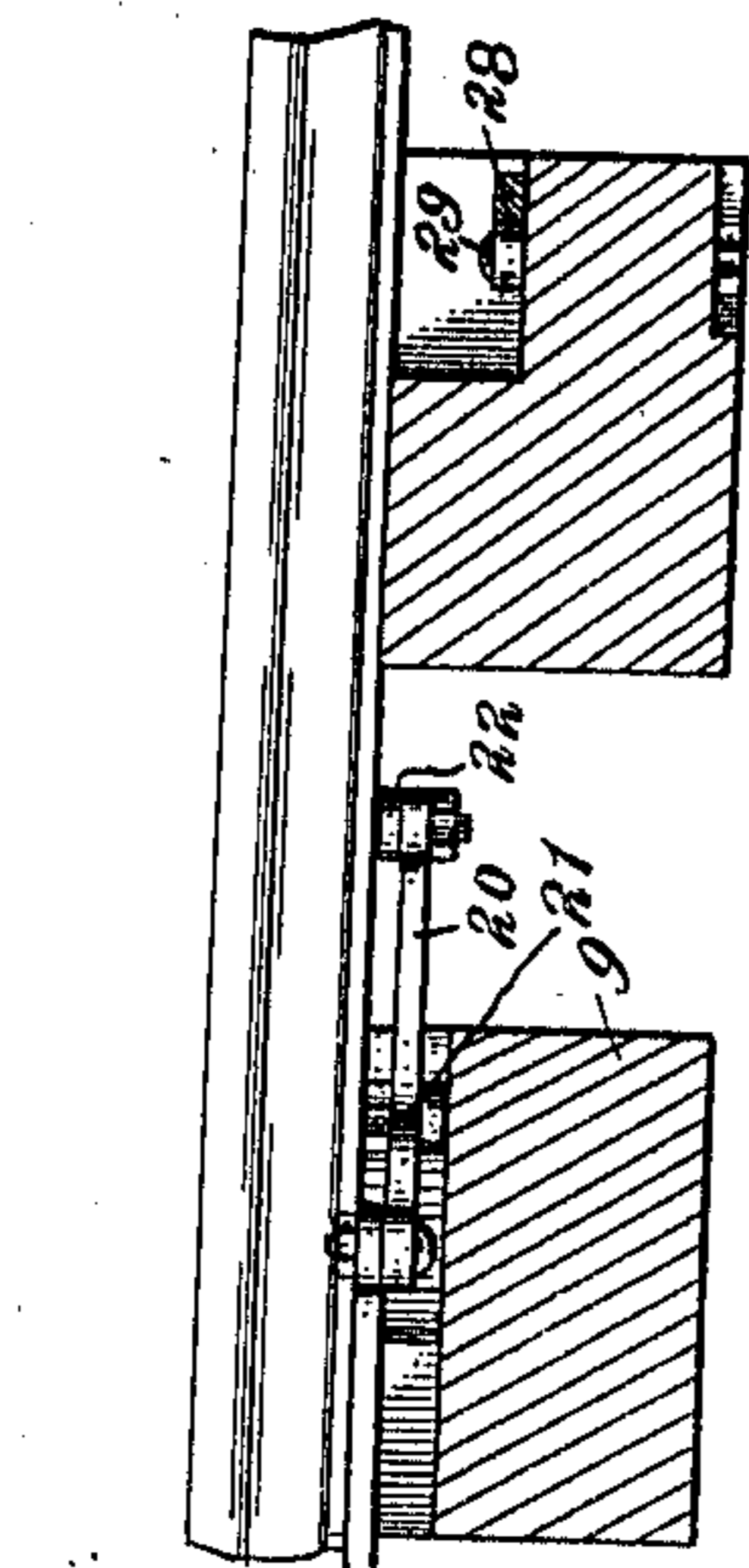


Fig. 3.

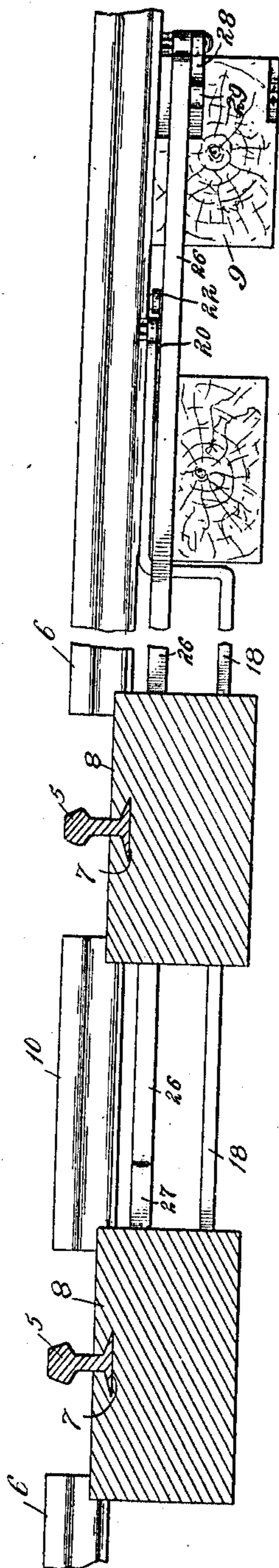


Fig. 4.

Fig. 5.

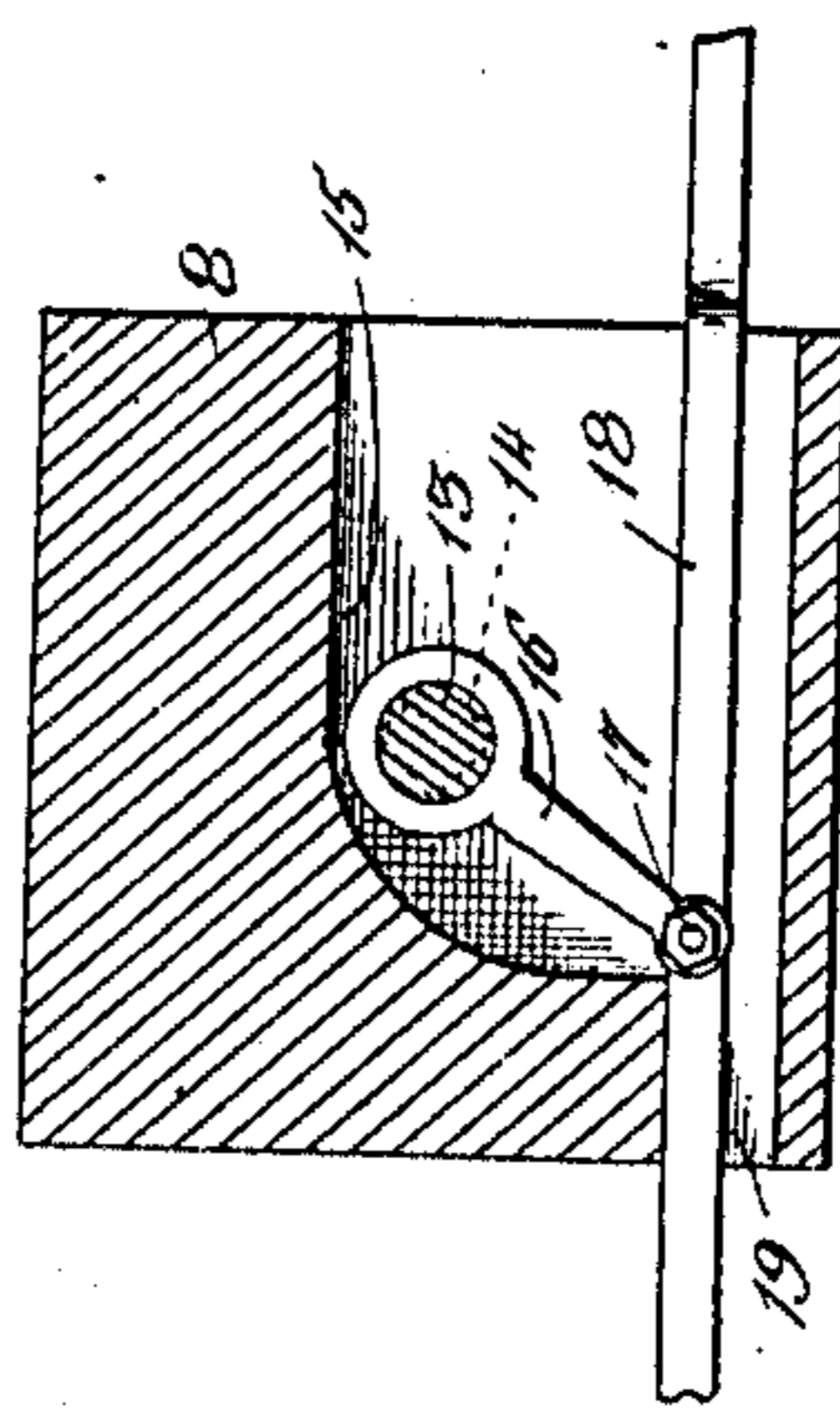
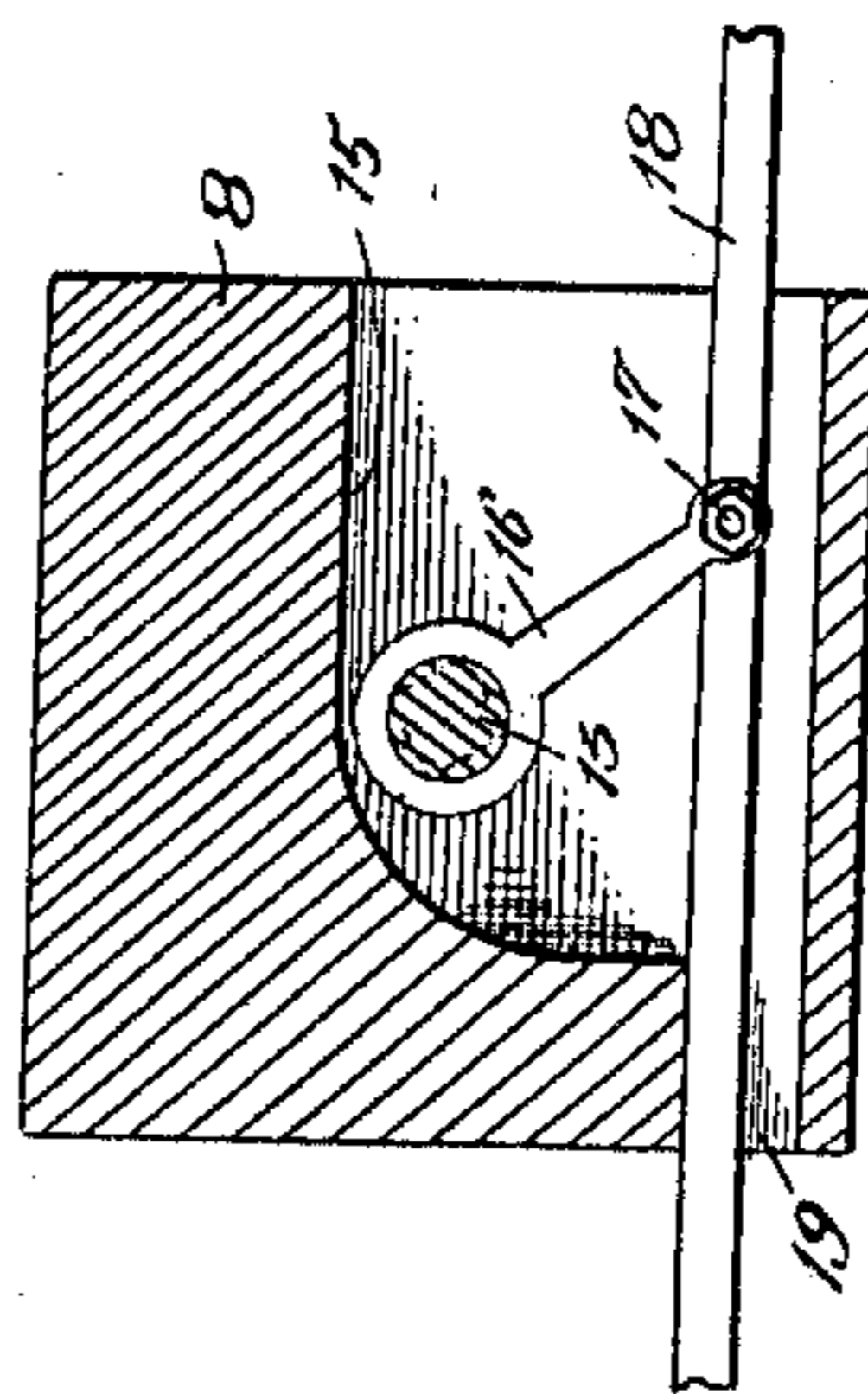


Fig. 6.



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UNITED STATES PATENT OFFICE.

HARRY A. EMRICK, OF CASEY, ILLINOIS.

RAILWAY-CROSSING.

988,867.

Specification of Letters Patent.

Patented Apr. 4, 1911.

- Application filed September 29, 1910. Serial No. 584,514.

To all whom it may concern:

Be it known that I, HARRY A. EMRICK, a citizen of the United States, residing at Casey, in the county of Clark and State of Illinois, have invented new and useful Improvements in Railway-Crossings, of which the following is a specification.

The invention relates to a railway crossing, and more particularly to the class of turn table track crossings for railways.

The primary object of the invention is the provision of a crossing of this character in which the track sections at the points of intersection of the crossing tracks may be shifted so as to aline with the rails of the same over which a train is traveling, thus avoiding the pounding of the car wheels of such train when passing over the tracks at such crossing.

Another object of the invention is the provision of a track crossing in which a train may pass over the rails on which the same is traveling without interference with the rails of the intersecting track, thereby obviating the pounding of the car wheels and the shocks and jars incident thereto.

A still further object of the invention is the provision of a crossing in which the turn tables supporting the rail sections are securely mounted in bearings to prevent the tilting or in any wise wobbling thereof, the tables being locked in adjusted position and capable of easy and quick adjustment.

With these and other objects in view, the invention consists in the construction, combination and arrangement of parts, as will hereinafter be fully described, illustrated in the accompanying drawings and pointed out in the hereunto appended claims.

In the accompanying drawings:—Figure 1 is a top plan view of a railway crossing constructed in accordance with the invention. Fig. 2 is a view similar to Fig. 1 showing the turn tables in shifted position. Fig. 3 is a vertical sectional view on the line 3—3 of Fig. 1. Fig. 4 is a similar view on the line 4—4 of Fig. 2. Fig. 5 is a horizontal detail sectional view through one of the turn tables. Fig. 6 is a similar view showing the same shifted.

Similar reference characters indicate corresponding parts throughout the several views of the drawings.

Referring to the drawings by numerals, 5 designates the spaced parallel rails of a rail-

way track and 6 the spaced parallel rails of a cross railway track, the approaching ends of the said rails 5 and 6 of both tracks being fitted in bearing seats 7 formed in squared bearing blocks 8, the latter being preferably constructed from metal and suitably embedded in the track bed. The rails 5 and 6 of the tracks are secured to spaced cross ties 9 in the usual well known manner. Between the approaching ends of the track rails 5 and 6 are rail sections 10, the latter forming a continuation of the rails of the two tracks heretofore mentioned, the rail sections 10 being mounted in suitably correspondingly shaped seats formed in the bearing blocks 8 in an identical manner to the ends of the rails 6 of the said track.

Formed in the upper face of each bearing block centrally thereof is a circular recess or counter-seat 11 in which is rotatably mounted a disk like turn table 12, the latter being formed with a depending central shank or stem 13 which is passed through a correspondingly shaped opening formed in the bearing block 8 and intersecting the said recess or counter-seat 11 therein. The outer or free end of this stem 13 is squared, as at 14, and projects into a cavity 15 formed in the under-face of the said bearing block. Connected with the squared end 14 of the stem 13 is one end of a shifting lever 16, the same being confined within the cavity 15 within the bearing block and is free to move therein. The shifting levers 16 at their outer ends are pivotally connected, as at 17, to shifting rods 18, the latter working through channels 19 formed in the bearing blocks 8 and in alinement with each other, the shifting rods 18 being connected to bell-crank levers 20 mounted by means of pivots 21 to one of the cross ties 9 and with these bell crank levers is also connected an operating rod 22, whereby on moving the said rod 22 the bell crank levers will be turned in unison for the shifting of the turn tables for a purpose as will be hereinafter more fully described.

Formed integral with the turn tables 12 and rising from the upper faces thereof are rail lengths 23, the latter being adapted to aline with the adjacent ends of the rails 5 and 6, respectively, of the tracks on actuating the operating rod 22. When the rail lengths 22 are in alinement with the rails 5 and the intermediate rail sections 10 of one

track it enables a train traveling thereon to pass over the crossing at the points of intersection of the cross rails of the crossing track without any possibility of pounding of the car wheels at such points of intersection of the tracks. Formed in the peripheries of the turn tables 12 are spaced notches 24 and 25, respectively, with either of which is adapted to engage a locking mechanism. The locking mechanism comprises shifting bars 26, the same working through suitable channels formed in the bearing blocks 8 and connected with or formed integral with these bars 26 are offset locking bolts 27, the latter being adapted to engage either in the notches 24 or notches 25 to sustain the turn table locked and the rail lengths 23 in alinement with either the rails 5 or rails 6 of the said tracks.

The shifting bars 26 are pivotally connected to bell-crank levers 28, the latter being connected by means of pivots 29 to the cross ties 9 and also connected to these bell crank levers 28 is an operating rod 30, the latter being arranged in parallelism with and close to the operating rod 22, whereby both of said rods may be conveniently actuated when required. It is of course to be understood that these rods 22 and 30 may be moved by throw levers (not shown) of the ordinary well known type, which may be positioned at any suitable distance spaced from the points of intersection of the crossings.

Projecting from the bearing blocks 8 are outwardly deflected guard rails 31 which latter serve to retain the car wheels upon the tracks when running onto the rail lengths of the turn tables from the rails 5 or 6 of the tracks on the travel of a train thereover in opposite directions.

From the foregoing it is thought that the construction and operation of the invention is clearly understood, and therefore a more extended explanation is omitted.

What is claimed is:

1. The combination with the rails of tracks at right angles to each other, of bearing blocks having central circular-shaped counter seats and rail receiving seats intersecting the same and opening through the marginal edges thereof and engaged by the

rails of the tracks, turn tables rotatably held in said circular-shaped counter seats in the blocks and having rail sections rising therefrom to aline with the rails of the tracks, rail lengths supported by the blocks and forming continuations of the said track rails between the said blocks, the said turn tables being provided with notches arranged at right angles to each other, slidable locking rods arranged parallel with one pair of track rails and slidably mounted in one rail of the other pair of track rails and having offset locking bolts alternately engaging with the said notches for holding the turn tables locked when their rail sections are in alinement with the track rails, and means for simultaneously rotating the said turn tables on the unlocking thereof.

2. The combination with the rails of tracks at right angles to each other, of bearing blocks having central circular-shaped counter seats and rail receiving seats intersecting the same and opening through the marginal edges thereof and engaged by the rails of the tracks, turn tables rotatably held in said circular-shaped counter seats in the blocks and having rail sections rising therefrom to aline with the rails of the tracks, rail lengths supported by the blocks and forming continuations of the said track rails between the said blocks, the said turn tables being provided with notches arranged at right angles to each other, slidable locking rods arranged parallel with one pair of track rails and slidably mounted in one rail of the other pair of track rails and having offset locking bolts alternately engaging with the said notches for holding the turn tables locked when their rail sections are in alinement with the track rails, means for simultaneously rotating the said turn tables on the unlocking thereof, the said blocks being provided with guide rail seats parallel with the rails of the tracks and spaced therefrom, and guard rails fitted in the last-named seats and having inturned free ends.

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

HARRY A. EMRICK.

Witnesses:

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