W. J. STILLMAN.

Railroad-Crossing.

No. 168,853. Patented Oct. 19, 1875.

Fig. 6

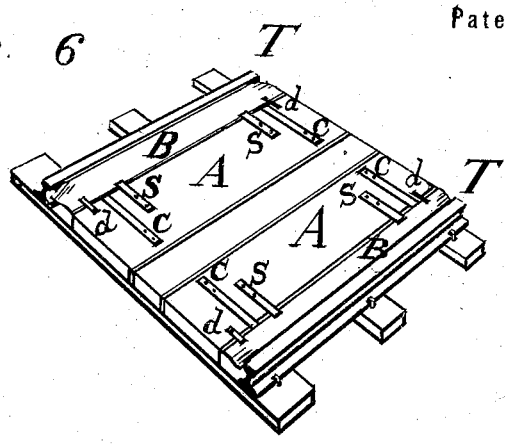

Fig. 1.

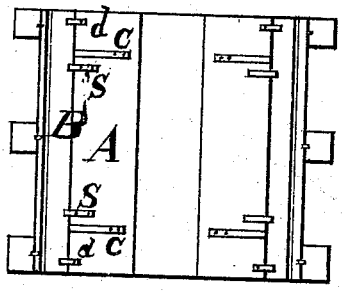

Fig. 2.

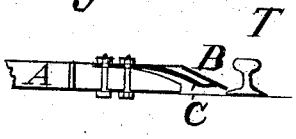

Fig. 3.

Fig. 4.

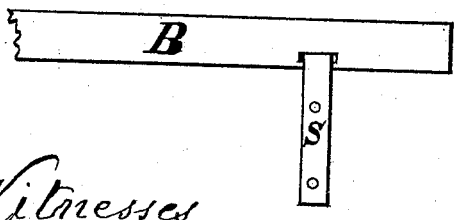

Fig. 5.

Witnesses
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WAIT J. STILLMAN, OF TROY, NEW YORK.

IMPROVEMENT IN RAILROAD-CROSSINGS.

Specification forming part of Letters Patent No. **168,853**, dated October 19, 1875; application filed July 30, 1875.

To all whom it may concern:

Be it known that I, WAIT J. STILLMAN, of the city of Troy, in the county of Rensselaer and State of New York, have invented a Fender Attachment for Railroad-Crossings, of which the following is a specification:

The object of my invention is, by the attachment of a hinged fender, constructed and arranged as herein set forth, to the planking of a railroad-crossing, to prevent danger to animals and vehicles in crossing the track.

Figure 1 is a plan of my said device, and Fig. 6 is a perspective of the same in position. Fig. 2 is a section, showing the depression of the fender caused by a passing train. Fig. 3 is a section showing the ordinary position of the fender and spring under the same. Fig. 5 is a section showing the hinged connection and fender or guard open. Fig. 4 is a plan view of the hinge and fender.

A represents the bed-planking of the railroad-crossing; B, the fender or guard, having a hinge or joint connection to the strap S, which is securely attached to the plank crossing. C C are springs of steel, also firmly attached to the plank, and extending under the fender B. *d d* are buttons to hold the guard in its ordinary position.

I construct and arrange my device substantially as follows: I make one or more sections of iron plates or fenders of malleable or wrought metal, extending in length the width of the street, and sufficiently wide, and of such form as to cover up the cross-openings between the plank and the T-rail. I have also found that my device will operate better by making the space between the plank and rail wider than the ordinary space. The fender or guard may, if desired, have its extremities bent downward, as seen in Fig. 6, to facilitate the passing of the wheels of the cars. I then fasten the straps S (after they are hinged to the fender) firmly to the planking, so that the fender or guard will be on a plane with the top of the T-rail, or just below the same, and located between the rail and plank; or the fender may be placed so as to be just below the flange of the rail. I then attach, in suitable slots or cuts in the planking, the springs C C, which pass transversely under the fender, nearly to its outer verge; and to facilitate the action of the springs I make the bearings or ends of the springs curvilinear, as seen in Figs. 2 and 3. The springs are placed at suitable distances, and are made of good tempered steel, and sufficiently large and rigid or stiff, so as to bear up a horse in stepping on the fender, and to prevent the damage liable to occur at railroad-crossings not supplied with such guards. The device now being put in position, as described and set forth, and as indicated in Figs. 1 and 6, is ready for use.

The attachment is so constructed and arranged that the passing of a train depresses the fender, as shown in Fig. 2, while the crossing of road-vehicles, or of a horse or person, will make no apparent depression, nor will they be endangered, as when passing across the railroad unprovided with the guards or fenders.

These guards also subserve a useful purpose in keeping obstructions from the space next the rail.

What I claim is—

The combination of the fender B, or its equivalent, with the plank bed of a railroad-crossing and springs or elastic plates, arranged as and for the purpose set forth.

WAIT J. STILLMAN.

Witnesses:
C. H. DENIO,
JAMES LANSING.