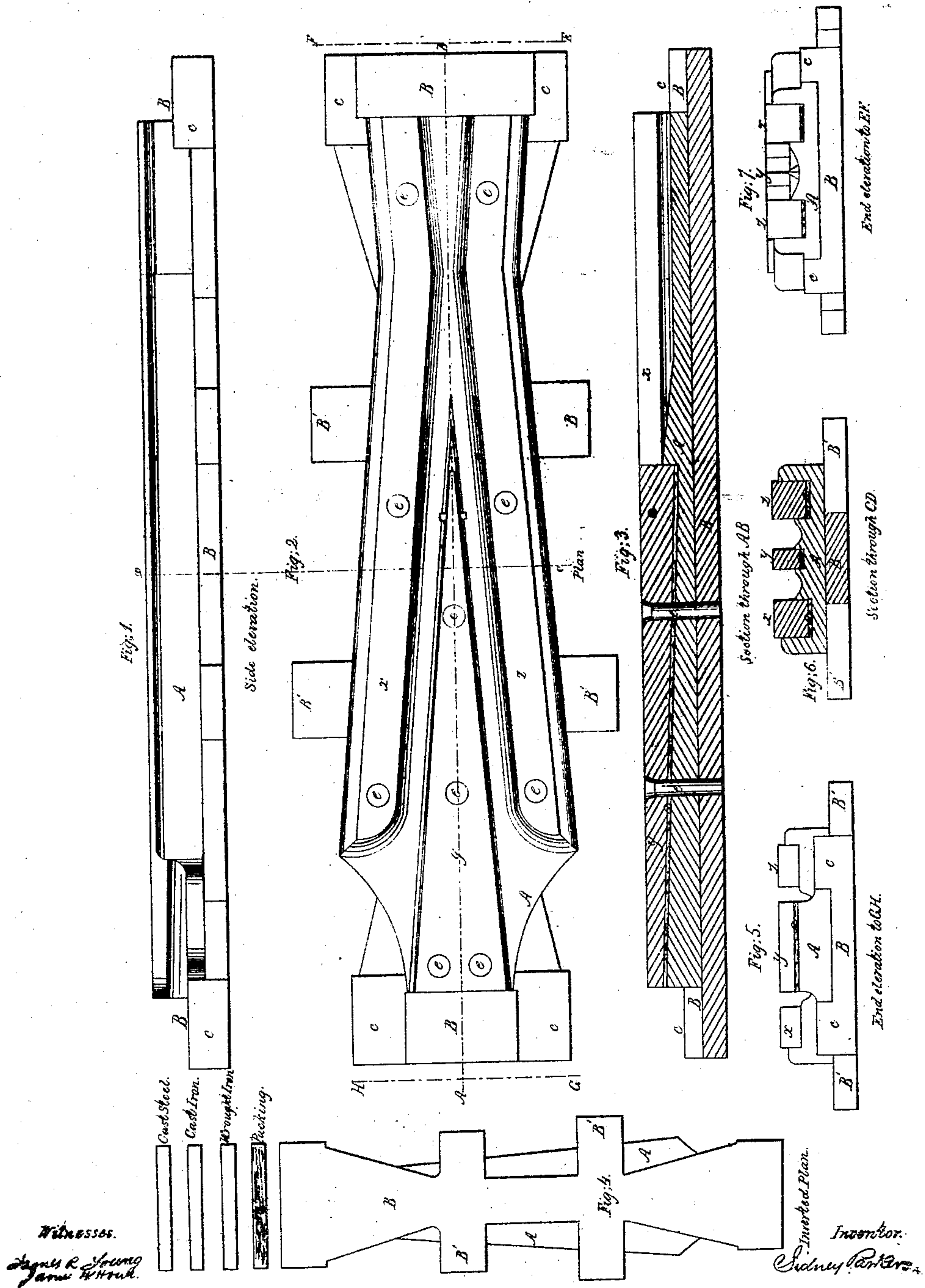


S. PARKER.
RAILROAD FROG.

No. 61,243.

Patented Jan. 15, 1867



United States Patent Office.

SIDNEY PARKER, OF CHICAGO, ILLINOIS.

Letters Patent No. 61,243, dated January 15, 1867.

IMPROVED RAILROAD FROG.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, SIDNEY PARKER, of Chicago, in the county of Cook, and State of Illinois, have invented certain new and useful improvements in Railroad Frogs; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification, and to the letters of reference marked thereon—like letters indicating like parts wherever they occur.

To enable others skilled in the art to construct and use the invention, I will proceed to describe it.

My invention consists in making a bed-piece or frame of a single piece of cast iron, of proper shape to receive and hold the rails, and fitting thereto rails of cast steel, with a packing between them of rubber or other yielding substance.

Figure 1 is a side elevation.

Figure 2, a top plan view.

Figure 3, a longitudinal vertical section on the line A B of fig. 2.

Figure 4, a bottom plan view.

Figure 5, an end elevation, looking from the line G H.

Figure 6, a transverse vertical section on the line C D of figs. 1 and 2; and

Figure 7, an end elevation, looking from the line E F of fig. 2.

I first construct a bed-piece or frame, B, the form of which is shown clearly in fig. 4. Projections or arms, B, project laterally from each side, in order to give it a broad, firm bearing, as represented in the drawings. At each end this bed-piece, B, is provided with vertical projections, c, which serve the twofold purpose of forming a chair to receive the end of the adjoining rails, and also assist to hold the plate A of the frog in place. A represents a plate of cast iron somewhat shorter than the plate B, and which is placed directly on the plate B, the latter projecting at each end far enough to form a chair, as above described, to receive the end of the adjoining rails. On its upper surface this plate, A, has grooves formed in it, of the proper size and shape to receive the rails of the frog, which I make of cast steel. A layer or packing of rubber, leather, or other suitable material, is placed in the grooves, and the rails being placed thereon, the whole is firmly bolted together by bolts, e, as represented in the drawing. Whenever the frog becomes worn the rails can be detached and new ones substituted, or the plate A, with its rails, can be removed and a new one substituted without in any manner interfering with the bed-plate B or the adjoining rails. By these means I am enabled to construct a frog that is exceedingly strong, durable, and simple, and thus greatly to improve the construction of railways, and lessen the liability to accidents by displacement or breakage of the parts. The interposition of the yielding material greatly increases the wear and durability of the rails.

Having thus described my invention, what I claim is—

A railroad frog, consisting of the bed-plate B, plate A, and the steel rails x, y, and z, combined and constructed as herein shown and described.

SIDNEY PARKER.

Witnesses:

JAMES H. HOWE,

C. H. SPRAGUE.