

B. R STARRATT.
Railroad Frog.

No. 233,041.

Patented Oct. 5, 1880.

Fig. 1.

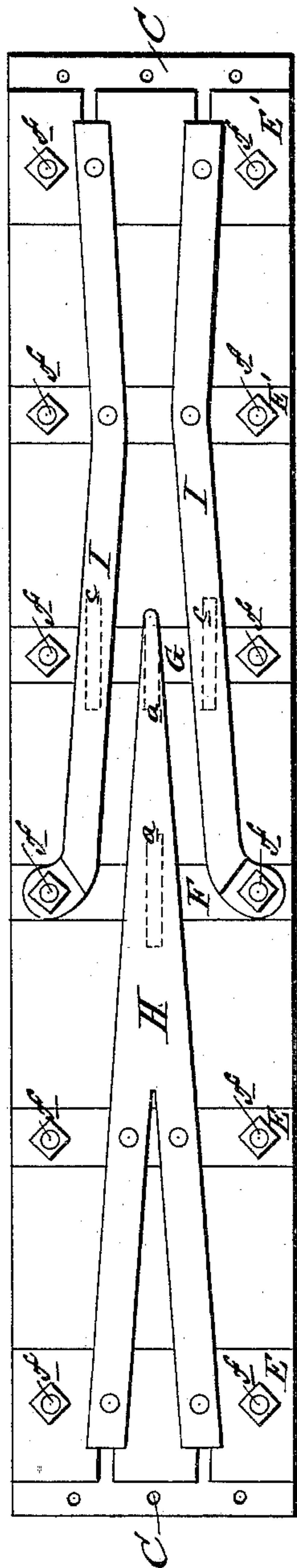


Fig. 2.

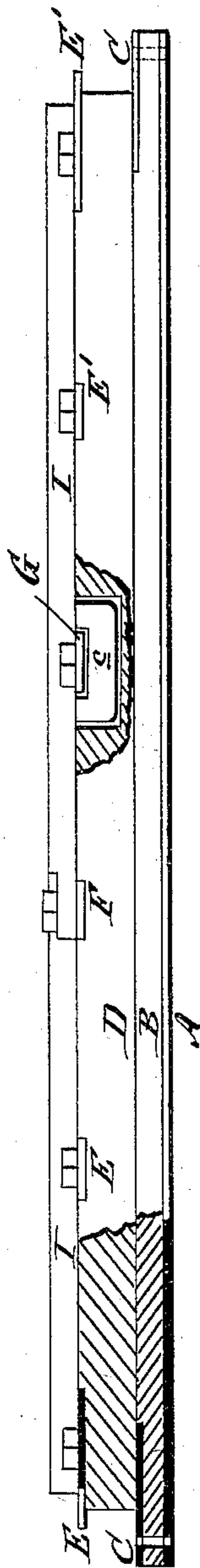
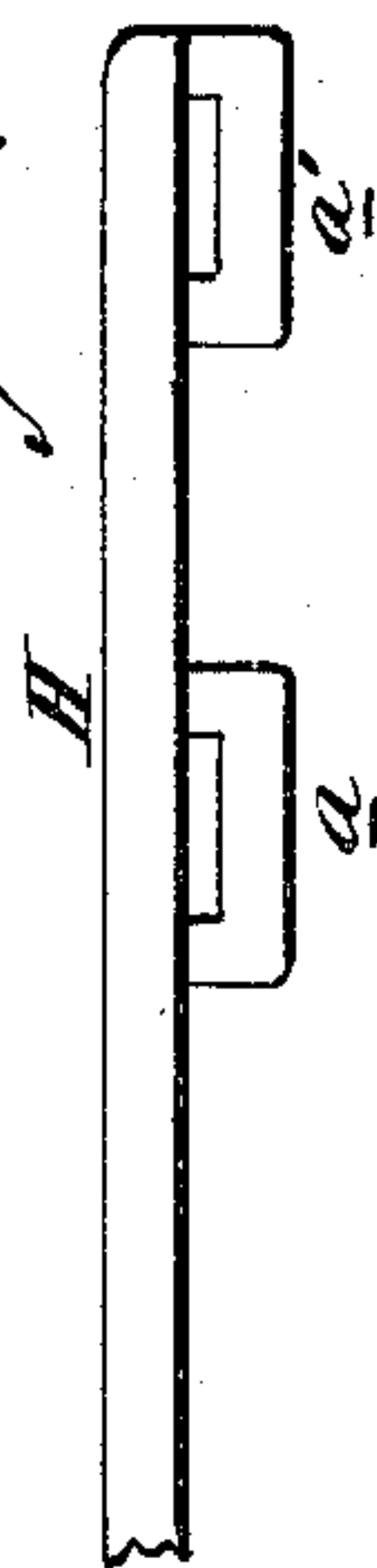


Fig. 3.



WITNESSES:

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INVENTOR:

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BY

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UNITED STATES PATENT OFFICE.

BURPEE R. STARRATT, OF TRURO, NOVA SCOTIA, ASSIGNOR TO HIMSELF
AND F. G. SMITH, OF SAME PLACE.

RAILROAD-FROG.

SPECIFICATION forming part of Letters Patent No. 233,041, dated October 5, 1880.

Application filed January 14, 1880.

To all whom it may concern:

Be it known that I, BURPEE R. STARRATT, of Truro, Nova Scotia, have invented a new and Improved Railroad-Frog, of which the following is a specification.

Figure 1 is a plan of the frog. Fig. 2 is a longitudinal side elevation of the same, partly in section; and Fig. 3 is a longitudinal side elevation of the V part of the frog.

Similar letters of reference indicate corresponding parts.

The object of this invention is to provide a cheaper and more durable railroad-frog than those commonly in use.

In the drawings, A represents a metallic bottom or bed plate extending the length and breadth of the frog. B is a plank, of like length and breadth, secured on the upper face of the plate A.

C C are plates of iron, that form chairs for the rails to rest upon, and D is the upper plank, transversely across the face of which are secured the iron end plates, E E', to which the outer ends of the wing-rails I I and the V part H of the frog are secured by rivets or other suitable fastenings, and F G are the iron plates or keys bolted across the plank D, and passing through the holders of the frog, to hold it in place, while allowing it some degree of elasticity.

The V part H of the frog is provided with downward-projecting loops or keepers *a a'*, and the wing-rails I I are each provided with a downward-projecting loop or keeper, *c*.

The key F passes through the keeper *a* of the V part H of the frog, and is secured, as is the key G and the plates E E', by screw-bolts

and nuts *f f'*, to the plank D, and the key G passes through the keeper *a'* of the V part H of the frog, and also through the keepers *c c* of the wing-rails I I, and thus holds these parts of the frog down in place. The curved ends of the wing-rails I I are held fast by screw-bolts and nuts to the key F, as shown. The keys or plates F G thus both hold down and form a bed for the rails to rest upon.

The absence of the ordinary heavy plates, which compose part of the frogs in common use, gives this frog great advantage, both in weight and cost, and makes it more elastic.

The keys herein shown are substituted for such heavy plates as are commonly used, and by increasing the elasticity they also increase the durability of the frog, and with this device, too, the removal and replacing of a fractured V or wing rail occupies much less time and labor than is required for such work on an ordinary frog.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. The metallic plates F G, bolted across the plank D, and passing through keepers on the bottom of frog and rails, both to hold down and form a bed for the rails, as shown and described.

2. The combination, with the part H and wing-rails I I of a railroad-frog, of the transverse plates E E', substantially as herein shown and described.

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Witnesses:

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