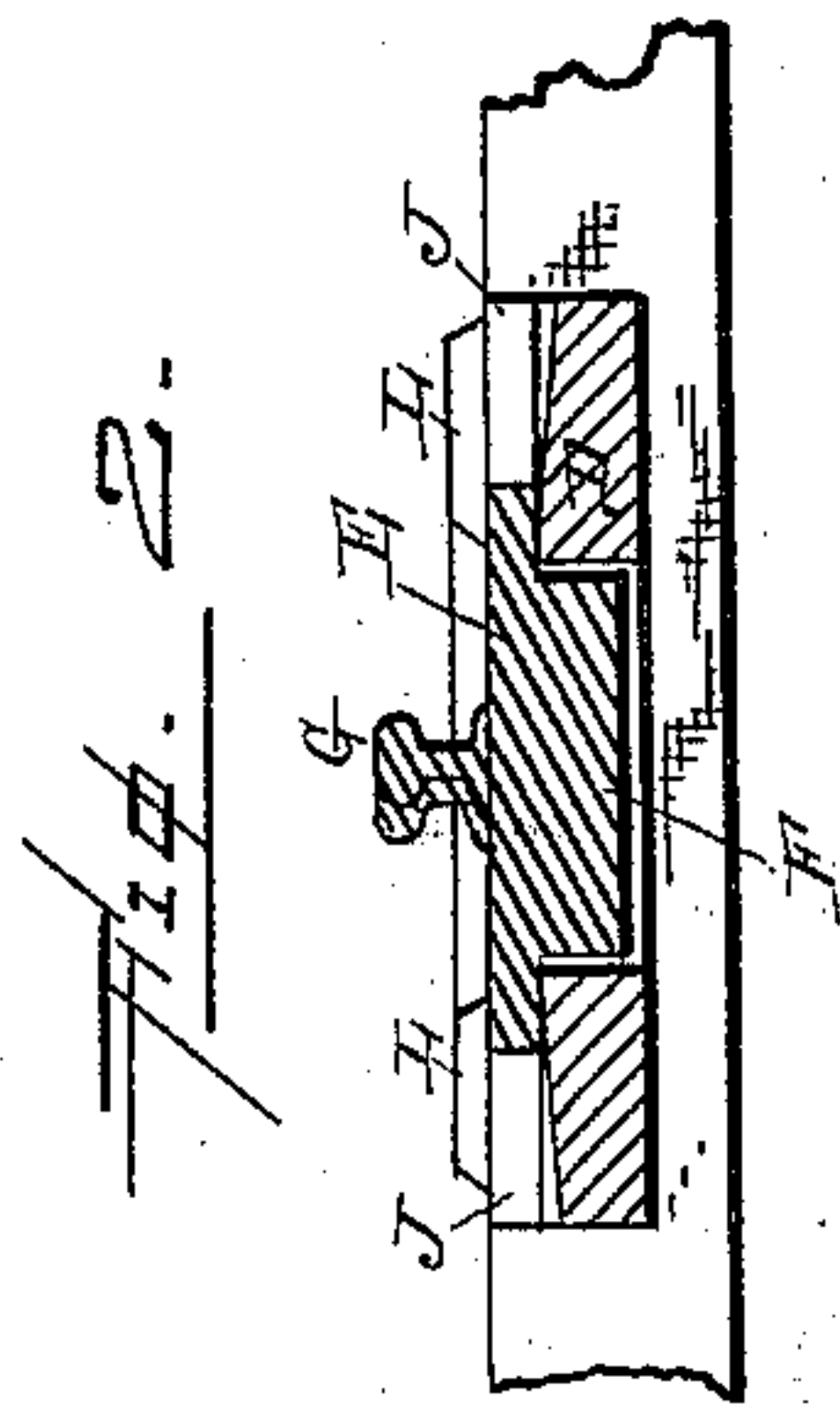
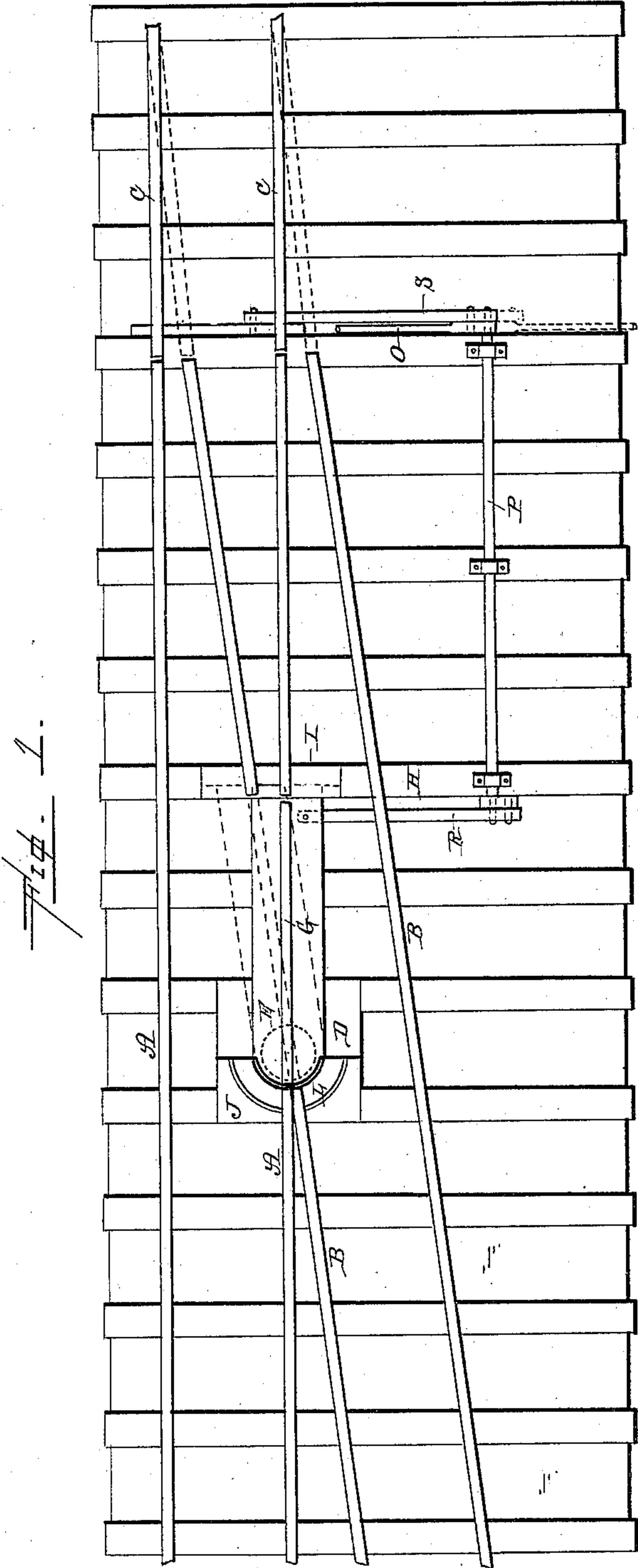


(No Model.)

T. B. JEWETT.
RAILROAD FROG.

No. 310,591.

Patented Jan. 13, 1885.



—WITNESSES.—
Louis A. Gardner
J. W. Garner

—INVENTOR.—
T. B. Jewett
per
F. A. Lehmann atty

UNITED STATES PATENT OFFICE.

THOMAS B. JEWETT, OF STEUBENVILLE, OHIO, ASSIGNOR TO J. STEWART LOWE AND WILLIAM B. JEWETT, BOTH OF SAME PLACE.

RAILROAD-FROG.

SPECIFICATION forming part of Letters Patent No. 310,591, dated January 13, 1885.

Application filed March 13, 1884. (No model.)

To all whom it may concern:

Be it known that I, THOMAS B. JEWETT, of Steubenville, in the county of Jefferson and State of Ohio, have invented certain new and useful Improvements in Railroad-Frogs; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in railroad-frogs; and it consists, first, in the combination of a suitable base-plate having a suitable opening or recess formed in it with a sliding plate which carries the movable rail, which plate is provided with a suitable lug or projection which catches in the opening or recess in the base-plate, and thus forms a pivot upon which the sliding plate moves; second, the combination of the base-plate, having an opening or recess in its top, the sliding plate carrying the shifting-rail upon its top, and provided with a pivotal lug or projection on its under side, and a plate provided with suitable flanges for catching over the upper end of the sliding plate, all of which will be more fully described hereinafter.

Figure 1 represents a plan view of a frog embodying my invention complete. Fig. 2 is a vertical section of the perforated base, the sliding and the flanged plates.

A represents the rails of the main track, B the rails of the side track, and C the two shifting-rails which connect with either the main or the side tracks in the usual manner.

Placed at any suitable distance from where the sliding rails C connect with the main and side tracks is a base-plate, D, which has an opening or recess made in it. Upon the top of this base-plate D is placed one end of the sliding plate E, which has a lug or projection, F, which catches in the opening or recess made in the base-plate, and this lug or projection F serves as a pivot upon which the plate E turns. Upon the top of this pivoted sliding plate E is the movable rail G, and this rail may either be secured to the plate E or cast in a single piece with it. This sliding plate E and rail G are always moved at the same time as the two switch-rails C, but in an

opposite direction, and are thus made to connect either with the rails of the main or the side track, as may be desired. The sliding plate E will be of any suitable length, and is supported both by the base-plate D and the cross-ties over which it extends. Its free end catches in a recess which is formed in the casting I, which is secured upon the top of the cross-tie H. To this casting I is secured one end of one of the rails of both the side and main tracks. The recess or slot in which the end of the sliding plate E catches is made deep enough to receive the end of the sliding plate and thus protect the plate from snow and ice. Were it not for this groove or recess in which this free end of the plate E moves the snow and ice would form upon both sides of the plate and thus prevent it from moving.

At the pivoted end of the sliding plate E the casting J is secured upon the top of the base-plate D, and this casting is provided with the flanges L, which extend over the edge or end of the sliding plate and thus protect it from snow and ice. The recess in which the end of this sliding plate is made to catch is made curved, as shown, so as to conform to the curved end and the movement of the sliding plate, as shown by dotted lines in Fig. 1.

In order to prevent moisture from settling upon the top of the base-plate D, where it is likely to freeze, the edges of the base-plate are made beveled, as shown, so as to shed the water or melted snow as rapidly as possible. The shifting-rails C and the rail G are moved in opposite directions by the lever O, which is secured to one end of the shaft P. Upon one end of the shaft P is secured the crank which has the connecting-rod R pivoted to it, and to the other end of the rod R is secured the free end of the sliding plate E. The connecting-rod S, which moves the two sliding rails C, has its upper end connected to the lever O at any suitable distance from its center of movement. By moving the lever O in either direction the rails C G are moved in opposite directions, as above described.

I am aware that a perforated base-plate which is secured to one of the ties, and a casting having a projection on its under side to pass down through the plate and act as a pivot, and a rail secured upon its top, are not

new. My invention differs from this in not having its pivot at or near its center, but at one end, as shown.

Having thus described my invention, I
5 claim—

1. The combination of the base-plate having an opening or recess in it, the pivoted base-plate provided with a lug or projection, and the castings I J, which serve to protect
10 the ends of the plate E, substantially as described.

2. The base-plate D, having its edges beveled away, so as to carry off the water which may fall upon it, substantially as set forth.

3. In a railroad-frog, the combination of the
base-plate D, having an opening or recess in
it, the sliding plate E, having the rail G upon
its top, and provided with a pivotal lug or
projection, the casting J, provided with flanges
at one end, and the casting I, and a mechanism
20 for moving the rails C G in opposite directions, substantially as specified.

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

THOMAS B. JEWETT.

Witnesses:

CHAS. S. CHERINGTON,
J. S. GOLD.