

(No Model.)

W. DRISCOLL.
DANGER GUARD FOR RAILWAY FROGS.

No. 421,096.

Patented Feb. 11, 1890.

Fig. 1.

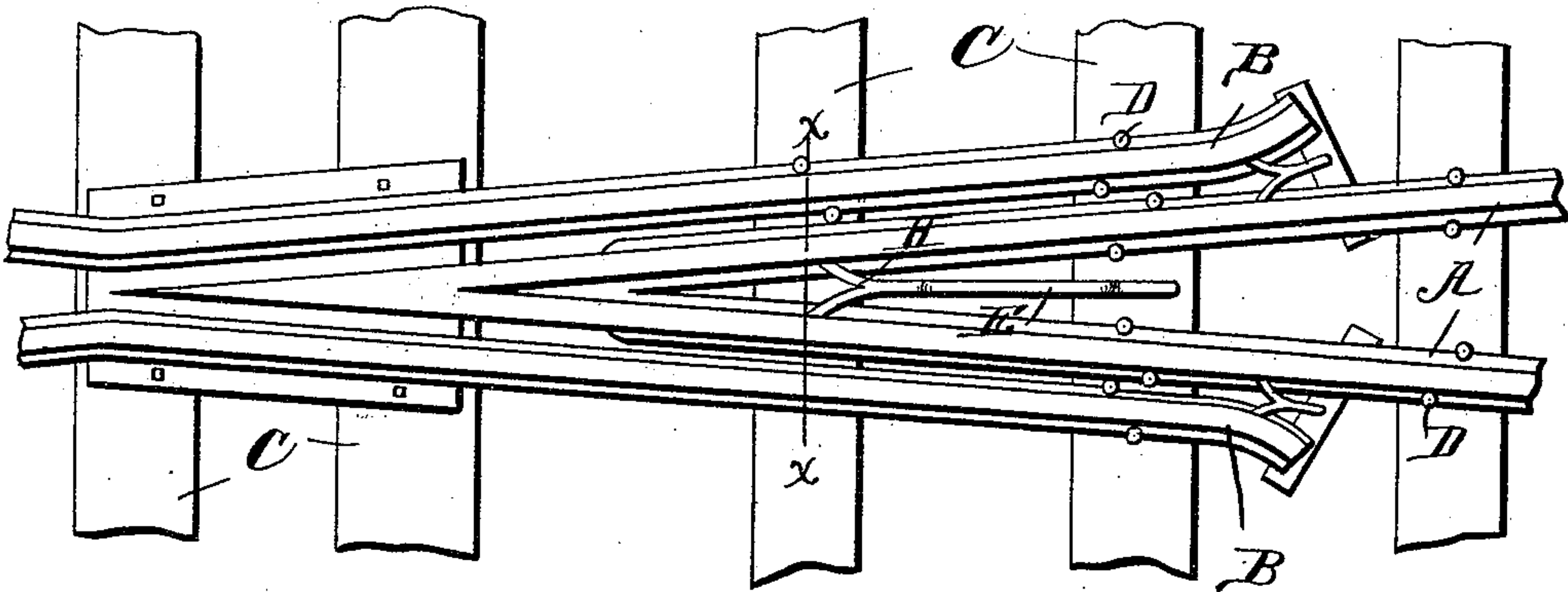


Fig. 2.

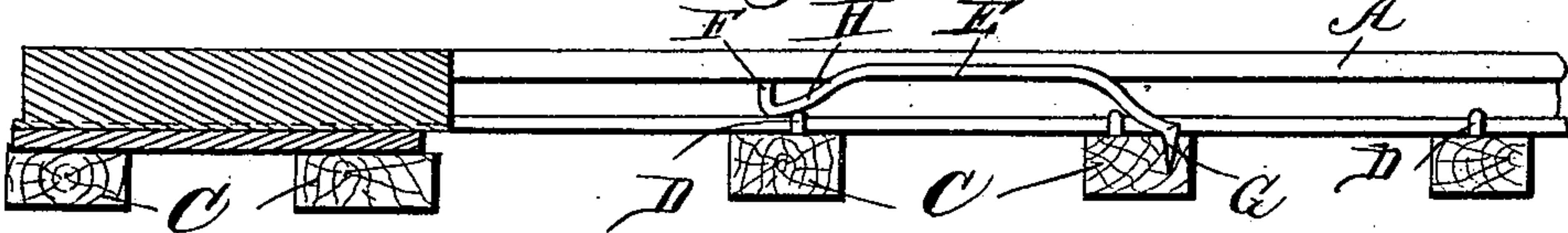


Fig. 3.

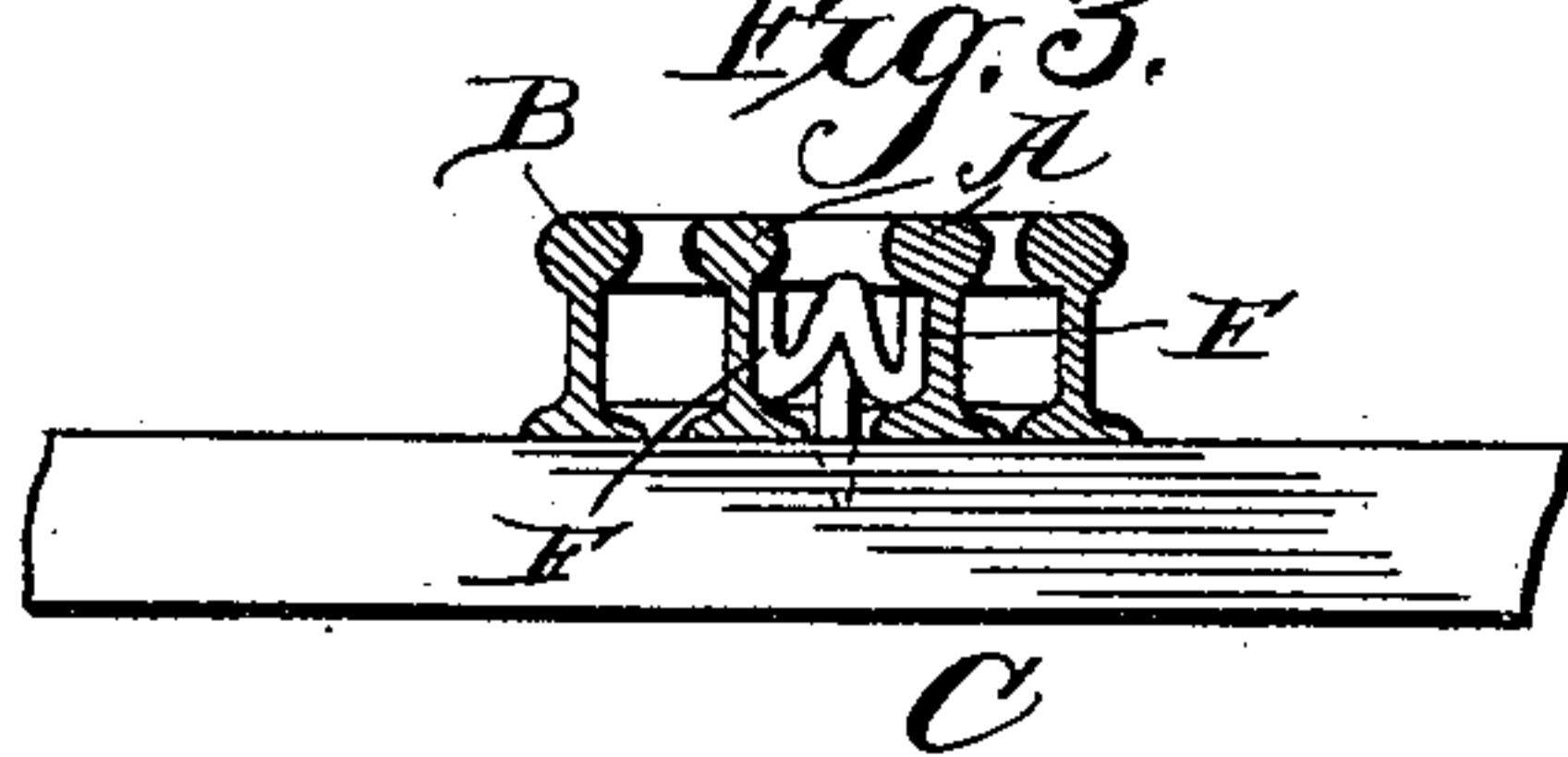
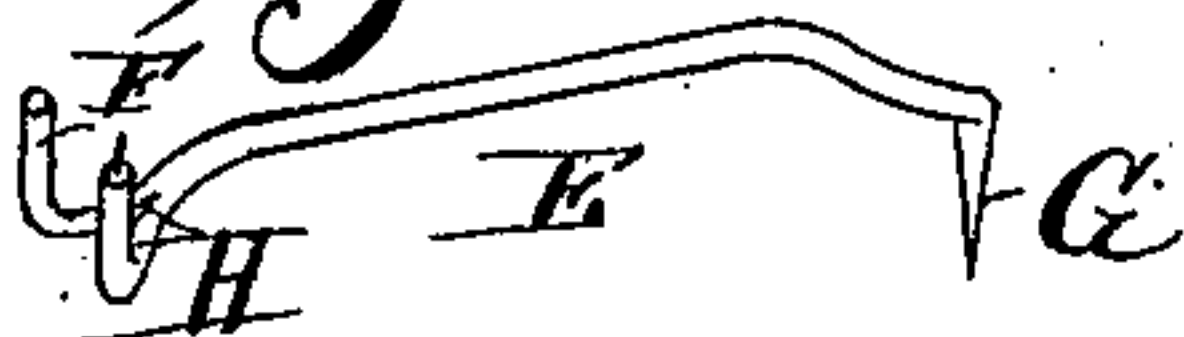


Fig. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

WILLIAM DRISCOLL, OF BROCKVILLE, ONTARIO, CANADA, ASSIGNOR OF
ONE-HALF TO JAMES HALL, OF SAME PLACE.

DANGER-GUARD FOR RAILWAY-FROGS.

SPECIFICATION forming part of Letters Patent No. 421,096, dated February 11, 1890.

Application filed February 7, 1889. Serial No. 299,045. (No model.) Patented in Canada April 23, 1887, No. 26,512.

To all whom it may concern:

Be it known that I, WILLIAM DRISCOLL, a subject of the Queen of Great Britain, residing at Brockville, in the county of Leeds and Province of Ontario, Canada, have invented a new and useful Improvement in Danger-Guards for Railway-Frogs, (patented in Canada April 23, 1887, No. 26,512,) of which the following is a specification.

My invention relates to an improvement in danger-guards for railway-frogs; and it consists in the peculiar construction and combination of devices that will be more fully set forth hereinafter, and particularly pointed out in the claims.

The object of my invention is to provide a device to prevent the foot of a pedestrian from being caught between converging railway-rails at frogs, switches, guard-rails, and the like.

In the drawings, Figure 1 is a plan view of a railway-frog with my invention applied thereto. Fig. 2 is a longitudinal vertical sectional view of the same. Fig. 3 is a transverse sectional view taken on the line $x x$ of Fig. 1. Fig. 4 is a perspective view of my danger-guard detached from the frog.

A represents the converging rails of a frog. B represents the guard-rails. C represents the ties to which the said rails are secured by spikes D, all of the ordinary construction and now in common use, and to which my invention is applicable.

E represents an iron bar of suitable length, and which may be either, square, round, or of other suitable shape in cross-section. The ends of the said bar are bent downward, as shown, one of the said ends being provided with a depending spike G. The opposite end of the bar is bifurcated to form diverging arms H, the outer ends of which are bent upward to a vertical position to form cheeks F. The forked arms H are spread apart and bear on the lower flanges of the rails, and the cheeks bear laterally against the vertical webs of the rails to prevent the bar from canting when bearing a weight. The spike G is driven into one of the ties, as shown, to secure the opposite end of the bar and hold the same rigidly in position. The said bar thus arranged obstructs and divides the space between the rails in such

manner as to effectually prevent the foot of a pedestrian from catching between the converging rails at the place of danger, and thus prevent accidents of this nature.

It will be observed by reference to Fig. 1 that owing to the shape of the bar and to the diverging arms H thereof the said bar leaves the spaces between the converging rails to which it may be applied unobstructed so far as to permit the flanges of the car-wheels to pass freely without engaging or coming in contact with the said bar.

Having thus described my invention, I claim—

1. A guard-bar for railway-frogs, having its ends turned downward, one of the said downturned ends being bifurcated, substantially as described.

2. The guard-bar for railway-frogs, having the downturned ends, one of said ends being bifurcated to form diverging arms H, the latter having their outer ends upturned to form vertical cheeks F, for the purpose set forth, substantially as described.

3. The guard-bar for railway-frogs, having the downturned ends, one of said downturned ends being bifurcated to form the diverging arms H, the other downturned end being provided with a depending spike G, for the purpose set forth, substantially as described.

4. The combination, with a railway-frog or with the converging rails of a track, of a bar or rod arranged between the same and having the downturned ends secured to the road-bed or sleepers, substantially as described.

5. A guard-bar for railway-frogs, forked at one end and formed into two cheeks and the other end formed into a spike and driven into the tie, the body of this bar bent upwardly to nearly the height of the rails to longitudinally obstruct the space between the rails at the place of danger, and for the purpose set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

WILLIAM DRISCOLL.

Witnesses:

EDMUND F. BURRITT,
D. J. HURTEAU.