

(No Model.)

W. J. McCLELLAN.
RAILWAY FROG.

No. 562,968.

Patented June 30, 1896.

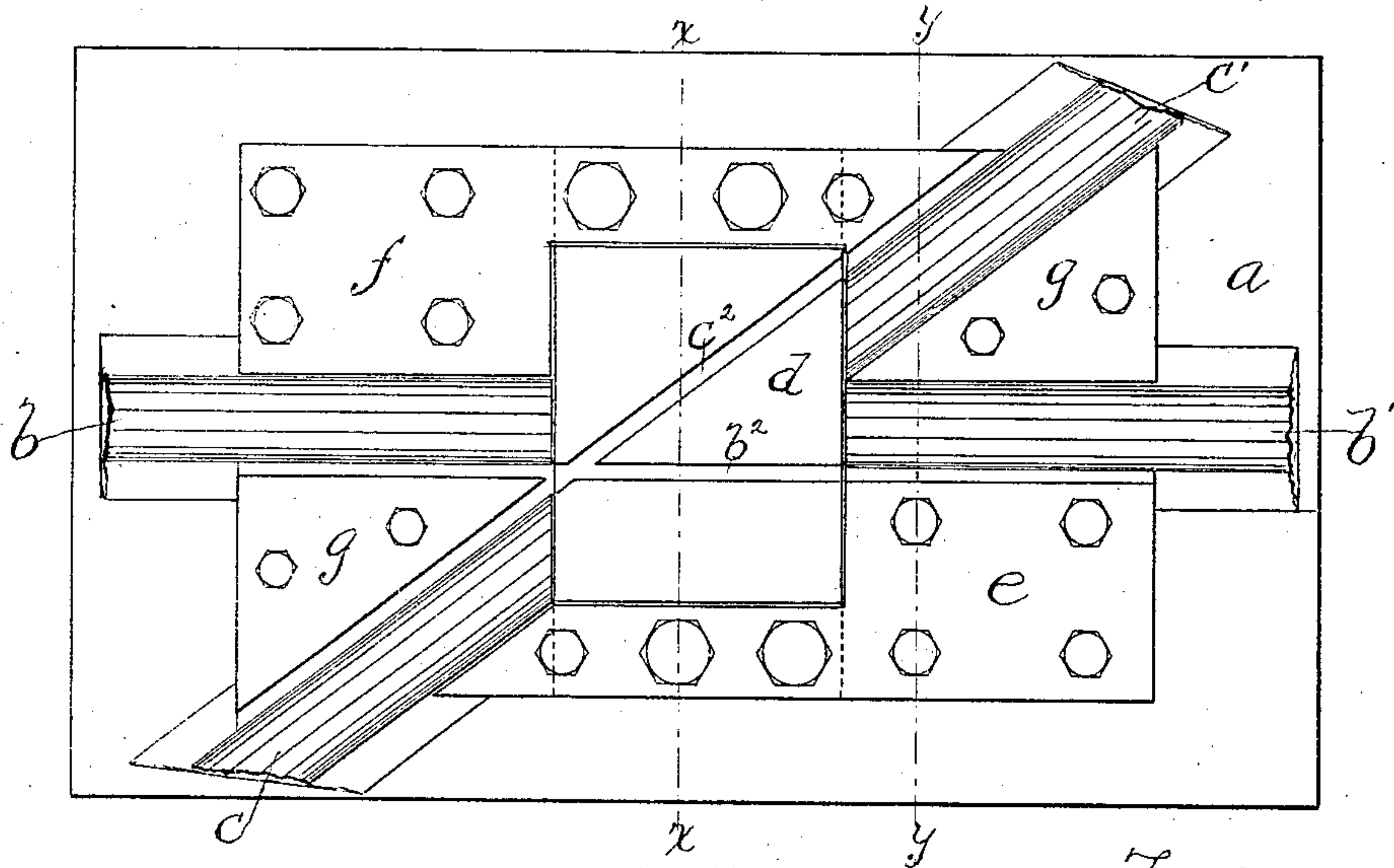


Fig 1.

Fig 2.

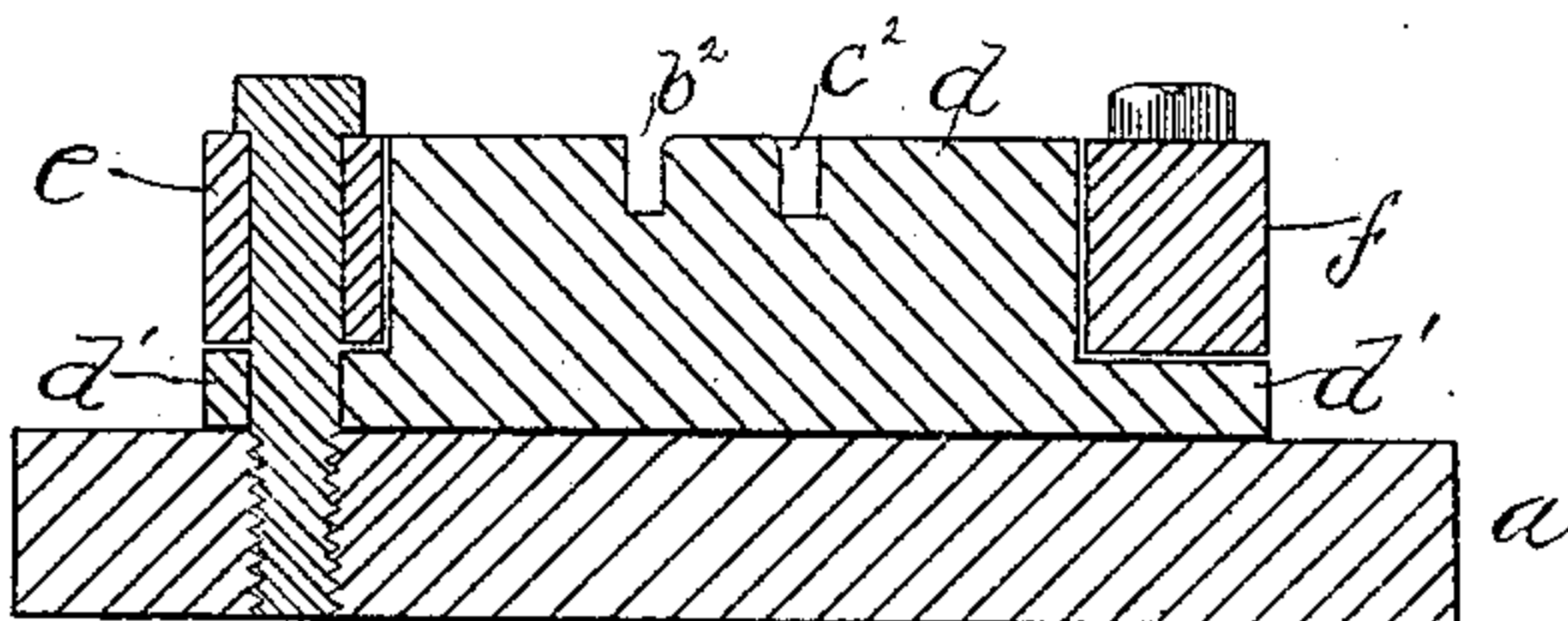
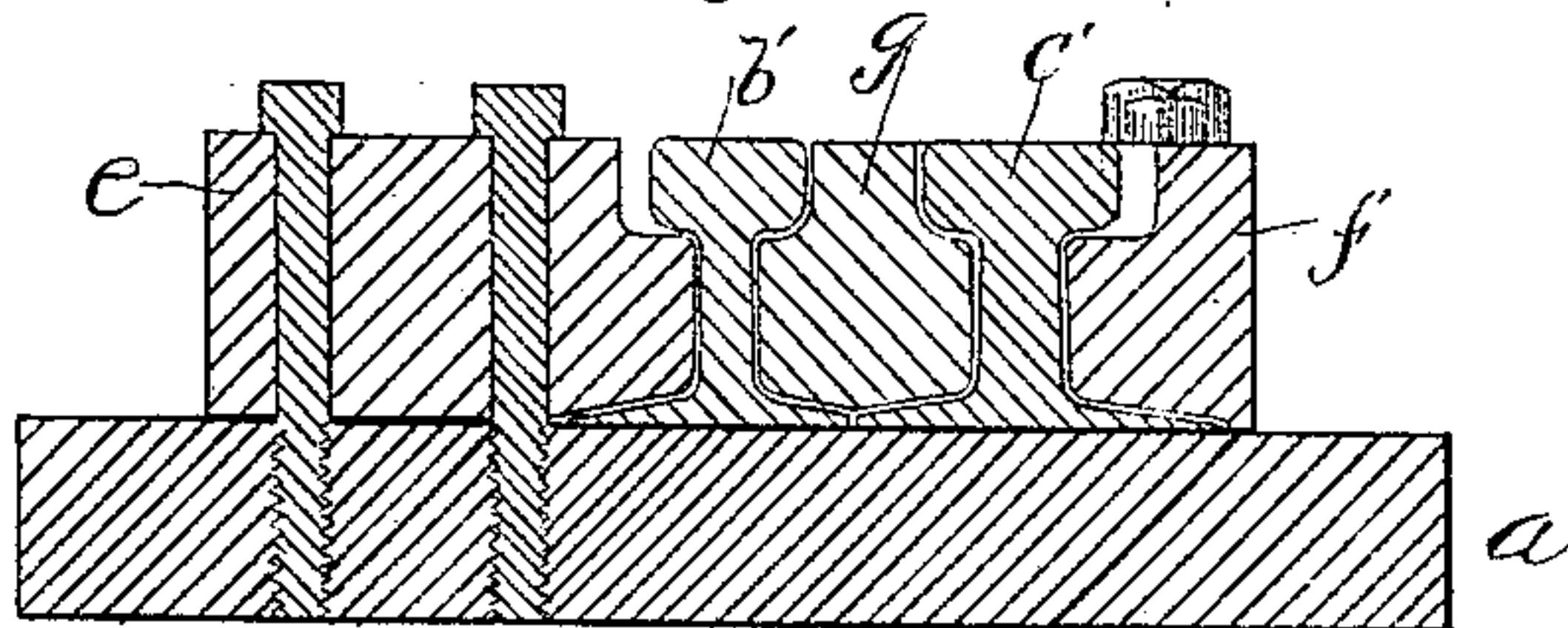


Fig 3.



Witnesses
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RAILWAY-FROG.

SPECIFICATION forming part of Letters Patent No. 562,968, dated June 30, 1896.

Application filed March 30, 1896. Serial No. 585,449. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM J. McCLELLAN, a citizen of the United States of America, residing at Portland, in the county of Middlesex and State of Connecticut, have invented a certain new and useful Improvement in Railway-Frogs, of which the following is a description, reference being had to the accompanying drawings, wherein—

Figure 1 is a plan view of a frog embodying said improvement. Fig. 2 is a view in vertical cross-section on the dotted line xx . Fig. 3 is a view in vertical cross-section on the dotted line yy .

The improvement pertains to a railway-frog.

The letter a denotes the base-plate of the frog.

The letters $b b'$, respectively, denote rails appurtenant to one track, and $c c'$, respectively, denote rails appurtenant to another track.

The letter d denotes a block of hard metal, steel, for instance, superimposed upon the base-plate, as are also the rails $b b' c c'$. The block d has in its upper face a flangeway b^2 for the passage of the flange of the wheel moving on tracks $b b'$, and it also has a flangeway c^2 for the passage of the flange of the wheel moving upon tracks $c c'$. The block d has sidewise-extending feet d' .

The letter e denotes a support-piece superimposed upon the base-plate a and fastened thereto by numerous bolts. This support-piece fits to and against portions of two of the vertical sides of the block d and it also overrides one of the feet d' .

The letter f denotes a corresponding support-piece likewise superimposed upon the base-plate a and held thereto by numerous bolts. Like its fellow, it fits against two of

the vertical sides of the block d and overrides the other foot d' . It results that these two support-pieces e and f hold the block d firmly in place against any lateral movement and also—by overriding the feet d' —hold it firmly to its seat on the base-plate. In addition thereto, these support-pieces may, and preferably do, help to support and keep in place the rails $b b' c c'$.

The support-piece e has a flangeway in practical continuation of the flangeway b^2 , and the support-piece f has a flangeway in practical continuation of the flangeway c^2 .

The letter g denotes blocks between the rails and fastened by bolts to the base-plate, which aid in giving the whole structure strength and solidity.

By reason of the construction described the only part of the frog liable to wear and breakage in the ordinary course of events is the block e , which, because comparatively small, may be made of hard high-grade metal at comparatively low cost, and if it be broken or worn out that special part of the structure can be readily replaced at small cost.

In the drawings the rails $c c'$ are shown as cut obliquely across. It is a matter of course that they may be cut straight across and to that extent let into the central block d .

I claim as my improvement—

In combination, first the block d provided with flangeways $b^2 c^2$ and feet d' , second the support-pieces $e f$ each fitting to two sides of the block d and overriding a foot d' , and third the tracks $b b' c c'$, all substantially as described and for the purposes set forth.

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Witnesses:

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