

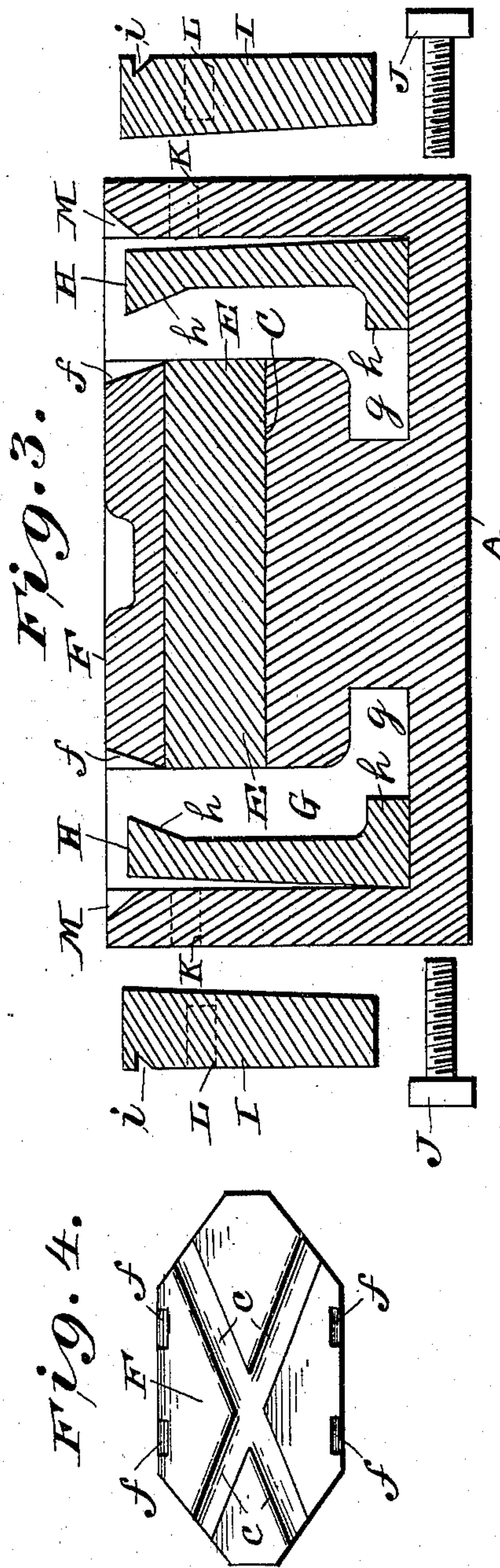
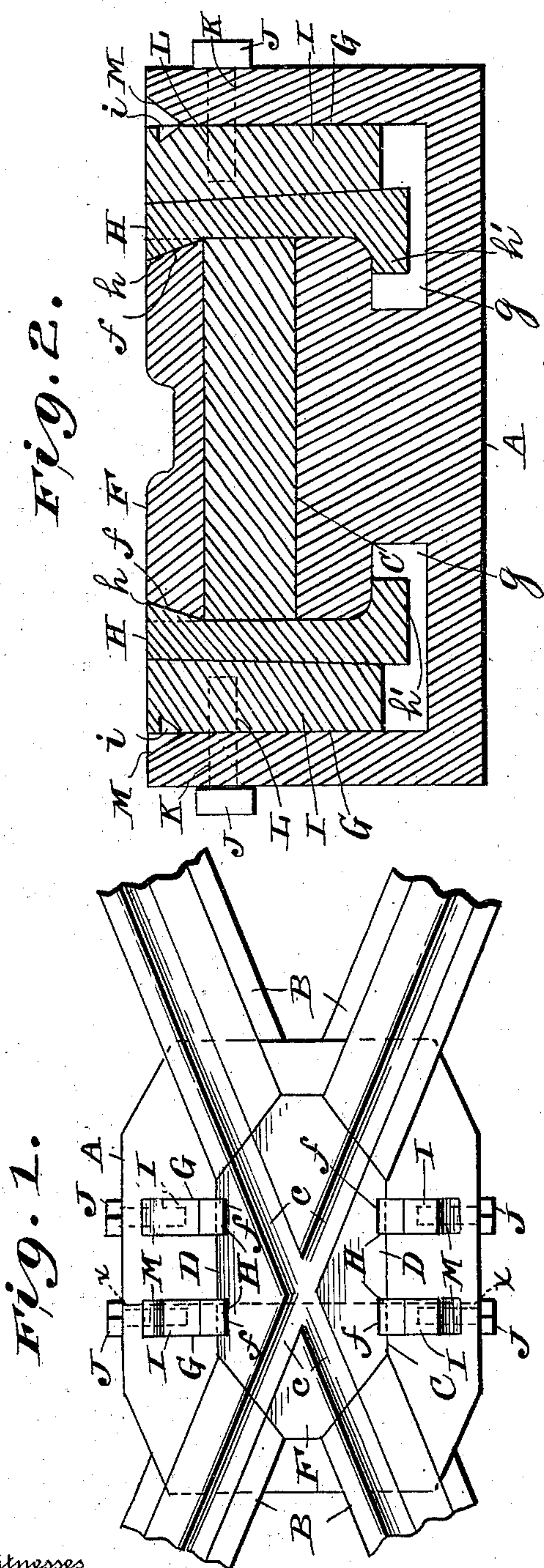
No. 748,435.

PATENTED DEC. 29, 1903.

E. W. STOUT.
RAILWAY FROG PLATE CLAMP.

APPLICATION FILED OCT. 1, 1903.

NO MODEL.



Witnesses

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UNITED STATES PATENT OFFICE.

EDWARD W. STOUT, OF STEELTON, PENNSYLVANIA.

RAILWAY-FROG-PLATE CLAMP.

SPECIFICATION forming part of Letters Patent No. 748,435, dated December 29, 1903.

Application filed October 1, 1903. Serial No. 175,356. (No model.)

To all whom it may concern:

Be it known that I, EDWARD W. STOUT, a citizen of the United States, residing at Steelton, in the county of Dauphin and State of Pennsylvania, have invented certain new and useful Improvements in Railway-Frog-Plate Clamps, of which the following is a specification.

My invention relates to devices for clamping railway-frog plates in position, and has for its object the provision of means by which the frog-plate may be quickly and securely clamped and by which it can be readily displaced.

The construction, operation, and advantages of my invention will fully appear hereinafter and by reference to the accompanying drawings, in which—

Figure 1 is a top plan view of my invention, showing the track connections; Fig. 2, an enlarged view in section on the line X X of Fig. 1, showing the clamps in position; Fig. 3, a similar view as Fig. 2 with the clamps in an inoperative position, and Fig. 4 a detail view of the frog-plate.

In the drawings similar reference characters indicate corresponding parts throughout the several views.

My invention consists of a casing A, of metal, made, preferably, by casting, B representing short lengths of track cast into or otherwise secured in said casing A at the angle desired for the crossing. The center of the casing A has a depression C therein of polygonal shape having a side abutting the end of each track length B and the two free sides D.

Into depression C, I first place a block of wood or other material of fibrous nature, such as pressed paper-pulp E, and then on top of this a plate of hard steel F. Said plate F is shaped to snugly fit the sides of depression C and has crossed grooves c, formed therein, connecting the oppositely-disposed track lengths B.

In the casing A, at the sides D of depression C, are formed holes G, that extend nearly to the base of the casting and have L-shaped offsets g, extended toward the center of the casing. Plate F has beveled recesses f opposite each hole G.

H represents the keys for holding the plate

F in position, having the beveled projection h to fit the bevel on depression f and the extension h at its base to be inserted into L-shaped offset g.

I represents wedges to hold the keys H in a locked position, it being understood that after keys H are placed in position the wedges I are driven in position and the plate F securely held from displacement. In order to hold the wedges I from displacement, I provide thread-bolts J to be inserted in threaded bores K in the casing and threaded holes L in the wedges I, though the bolts may be dispensed with, if desired.

i represents a notch in each wedge I to receive the end of a suitable tool for unseating it, the casing A at the side of the hole being beveled, as shown at M, for the reception of the tool.

Having thus described my invention, what I claim is—

1. In a railway-frog clamp, a casing having a depression therein, a block of fibrous material in said depression, and a plate of hard material above said fibrous block and secured in the casing, substantially as shown and described.

2. In a railway-frog clamp, a casing having a depression therein, track lengths secured in said casing and around said depression, a block of fibrous material in said depression, and a plate of hard material above said fibrous block, secured to said casing and grooved in continuation of said track lengths, substantially as shown and described.

3. In a railway-frog clamp, a casing having a depression therein, a removable and replaceable plate shaped to fit in said depression, holes at the sides of said depression, keys to fit into said holes and bear against said plate, and means to lock said keys in position, substantially as shown and described.

4. In a railway-frog clamp, a casing having a depression therein, a removable and replaceable plate shaped to fit in said depression, holes at the sides of said depression, keys to fit into said holes and bear against said plate, and wedges to hold said keys in a locked position, substantially as shown and described.

5. In a railway-frog clamp, a casing having a depression therein, a removable and replaceable plate shaped to fit in said depression,

holes at the sides of said depression having offsets at their base, keys shaped to bear against said plate and having extensions to fit into said offsets, and wedges to hold said
5 keys in a locked position, substantially as shown and described.

6. In a railway-frog clamp, a casing having a depression therein, a removable and replaceable plate shaped to fit in said depression,
10 holes at the sides of said depression having offsets at their base, a beveled recess in said plate opposite each hole, keys to fit into said holes each having a beveled projection at its top to fit said beveled recesses and an extension at its base to fit into said offset, and
15 a wedge to hold each key in a locked position, substantially as shown and described.

7. In a railway-frog clamp, a casing having a depression therein, a block of fibrous material inserted in said depression, a removable and replaceable plate shaped to fit said depression and superposed on said fibrous block,
20 holes at the sides of said depression having offsets at their base, keys shaped to bear against said plate and having extensions to fit into said offsets, and wedges to hold said keys in a locked position, substantially as shown and described.

8. In a railway-frog clamp, a casing having
30 a depression therein, a block of fibrous material inserted in said depression, a removable

and replaceable plate shaped to fit in said depression, holes at the sides of said depression having offsets at their base, a beveled recess in said plate opposite each hole, keys to fit into
35 said holes each having a beveled projection at its top to fit said beveled recesses and an extension at its base to fit into said offset, and a wedge to hold each key in a locked position, substantially as shown and described. 40

9. In a railway-frog clamp, a casing having a depression therein, track lengths secured in said casing and around said depression, a block of fibrous material inserted in said depression, a removable and replaceable plate
45 shaped to fit in said depression, holes at the sides of said depression having offsets at their base, a beveled recess in said plate opposite each hole, keys to fit into said holes each having a beveled projection at its top to fit said
50 beveled recesses and an extension at its base to fit into said offset, a wedge to hold each key in a locked position, and a bolt to hold each wedge in a locking position, substantially as shown and described. 55

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

EDWARD W. STOUT.

Witnesses:

MAUD R. HOSTER,
EDWARD W. HOLLINGER.