

No. 855,424.

PATENTED MAY 28, 1907.

A. ANDERSON.

GUARD FOR SWITCH FROGS, GUARD RAILS, OR THE LIKE.

APPLICATION FILED MAY 3, 1906.

Fig. 1.

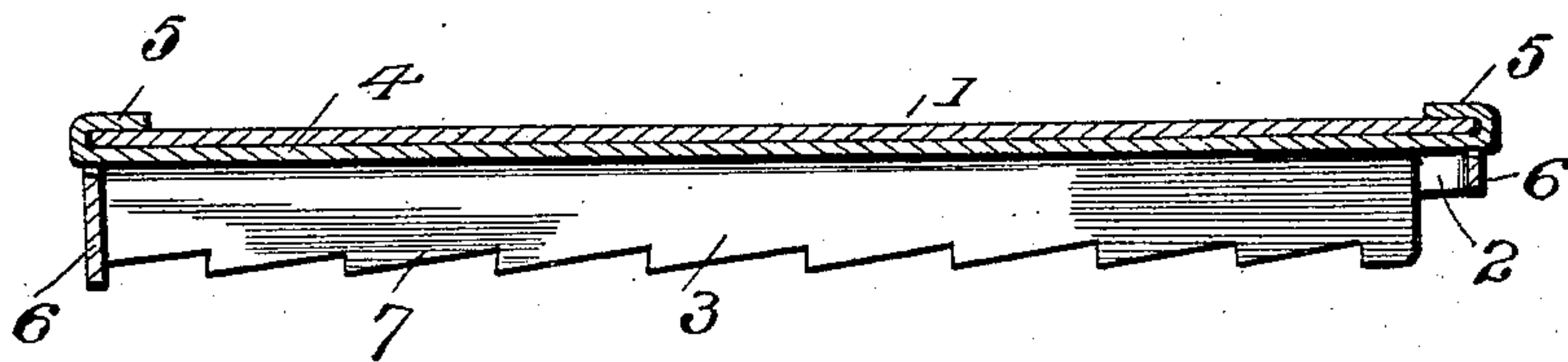


Fig. 2.

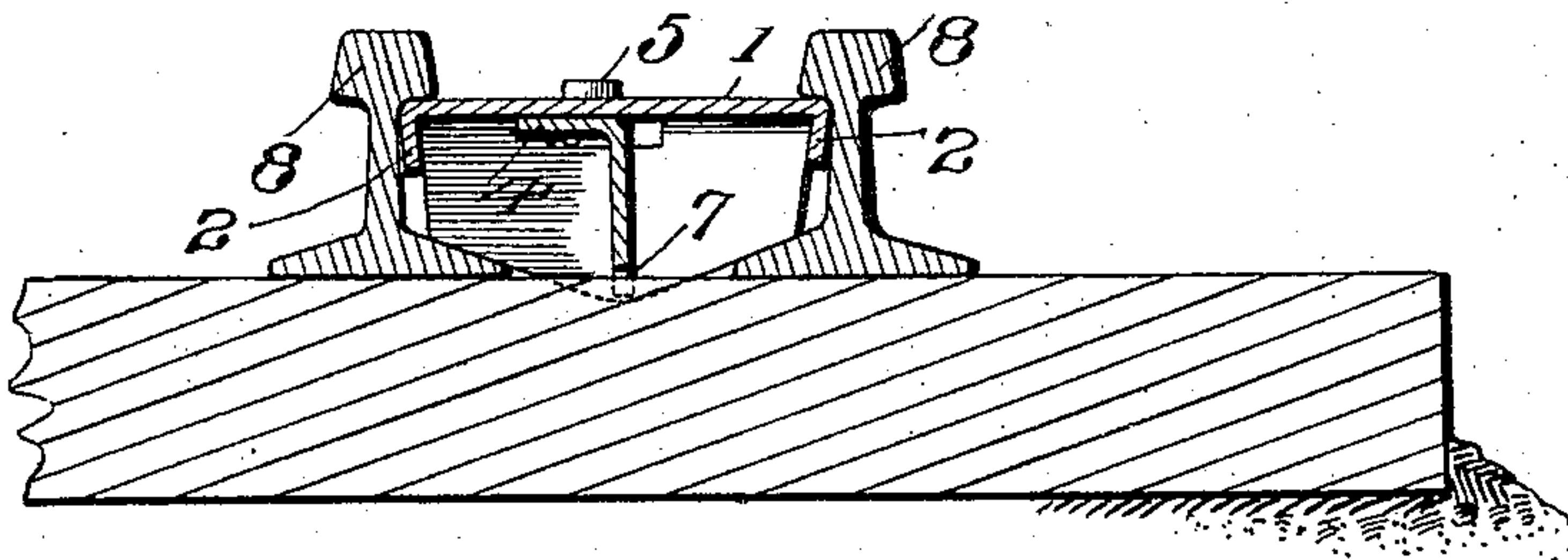


Fig. 3.

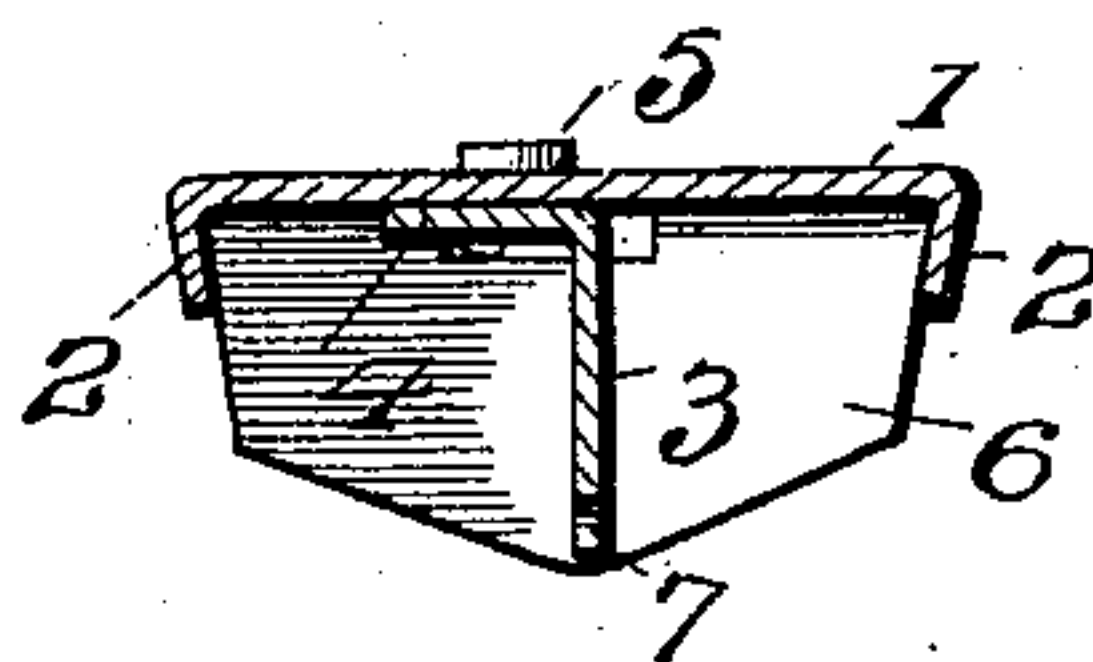
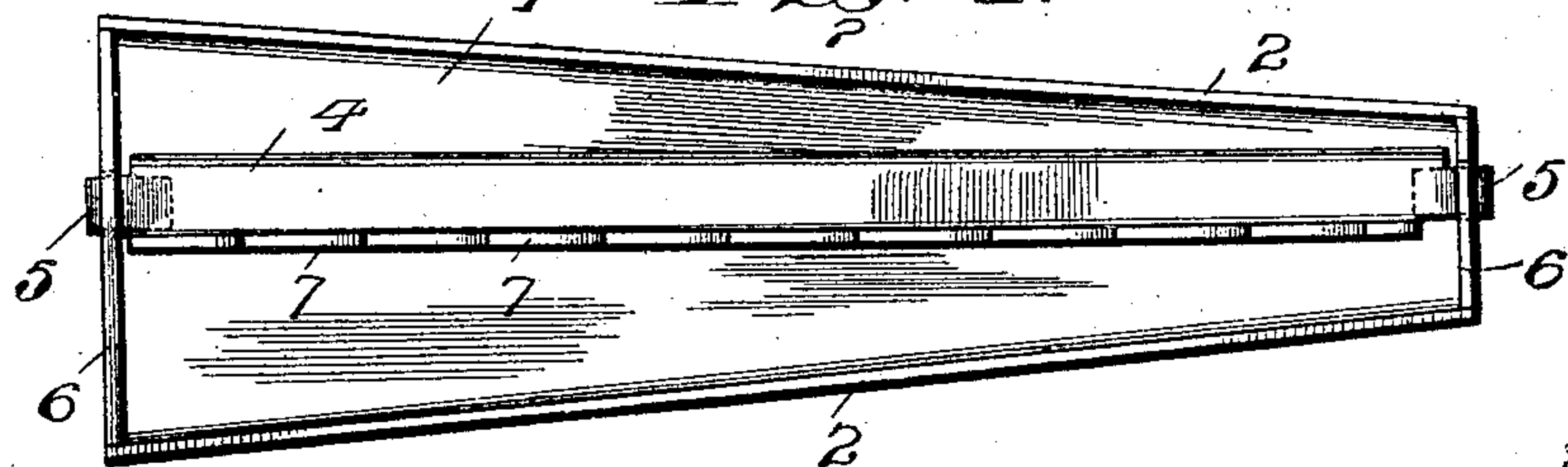


Fig. 4.



Witnesses

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GUARD FOR SWITCH-FROGS, GUARD-RAILS, OR THE LIKE.

No. 855,424.

Specification of Letters Patent.

Patented May 28, 1907.

Application filed May 3, 1906. Serial No. 315,100.

To all whom it may concern:

Be it known that I, ALFRED ANDERSON, a citizen of the United States, residing at Minneapolis, in the county of Hennepin and State of Minnesota, have invented certain new and useful Improvements in Guards for Switch-Frogs, Guard-Rails, or the Like, of which the following is a specification.

The object of this invention is to provide a novel form of guard particularly designed for application to switch frogs, and intended as a substitute for the filling block commonly employed to occupy the space between diverging or spaced rails and to prevent likelihood of a foot being caught between the rails and subsequent accident.

In carrying out the invention it is contemplated to substitute a metal guard device for the wooden blocks employed in the manner above noted the invention being susceptible of application to the spaces between divergent rails, between main rails and guard rails, or in any similar capacity.

For a full description of the invention and the merits thereof and also to acquire a knowledge of the details of construction of the means for effecting the result, reference is to be had to the following description and accompanying drawings, in which:

Figure 1 is a vertical longitudinal sectional view of a guard embodying the invention. Fig. 2 is a transverse sectional view showing the invention applied to a switch frog and held in position by the ties of the road bed. Fig. 3 is a transverse sectional view of the guard alone. Fig. 4 is a bottom plan view of the guard.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

Specifically describing the invention the substitute for the usual guard or filling block employed in the manner herein premised consists mainly of a longitudinal body comprising a plate 1, the longitudinal edge portions of which are bent downwardly to form flanges 2, one end of which is similarly bent to form an end flange 6. The guard 1 is designed to fit in the space between adjacent rails, whether divergent or parallel, in the broad scope of the invention, when in opera-

tive position. The end flange 6 of the guard engages over the basal portions of the adjacent rails and the device fits snugly against the webs of the rails being held from the vertical displacement by the ball or top portions of the latter. When the device is applied to switch frogs or in similar capacity it will be understood that the body thereof will taper toward one end so as to snugly fit in the converging space between switch rails. To secure the guard in position between the rails an attaching member therefor is applied to its under side and consists of a bar 3, the upper edge portion of which is formed with a lateral flange 4 in contact throughout its length with the under side of the guard. The flange 4 is formed at its ends with extensions 5 passing through end flanges 6 of the guard 1 and bent over to engage the upper portion of the body guard. The extensions 5 secure the bar 4, and the guard and the lower edge of the bar is serrated, toothed, or notched, throughout its length to form a roughened engaging surface indicated at 7. The surface 7 is adapted to engage the upper sides of the ties of the road bed supporting the rails, and the engaging action of the bar 4 is such that when said bar is once driven into position between the rails 8 it will be firmly held in said position and prevented from longitudinal movement by the engagement of the serrations or surface 7 with the ties.

Having thus described the invention, what is claimed as new is:

1. A guard of the class described, comprising a body plate, and means including a toothed engaging surface for said body plate to hold the guard in operative position between adjacent rails of a railway track.

2. A guard for filling the space between adjacent rails of a railway track consisting of a body plate, and a longitudinal bar applied to said plate and projected from its under side, said longitudinal bar being toothed so as to engage with the ties of a road bed.

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

ALFRED ANDERSON. [L. s.]

Witnesses:

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