

No. 881,983.

PATENTED MAR. 17, 1908.

B. L. WEAVER & C. W. REINOEHL.
HEEL BLOCK FOR RAILROAD FROGS AND THE LIKE.

APPLICATION FILED JULY 26, 1907.

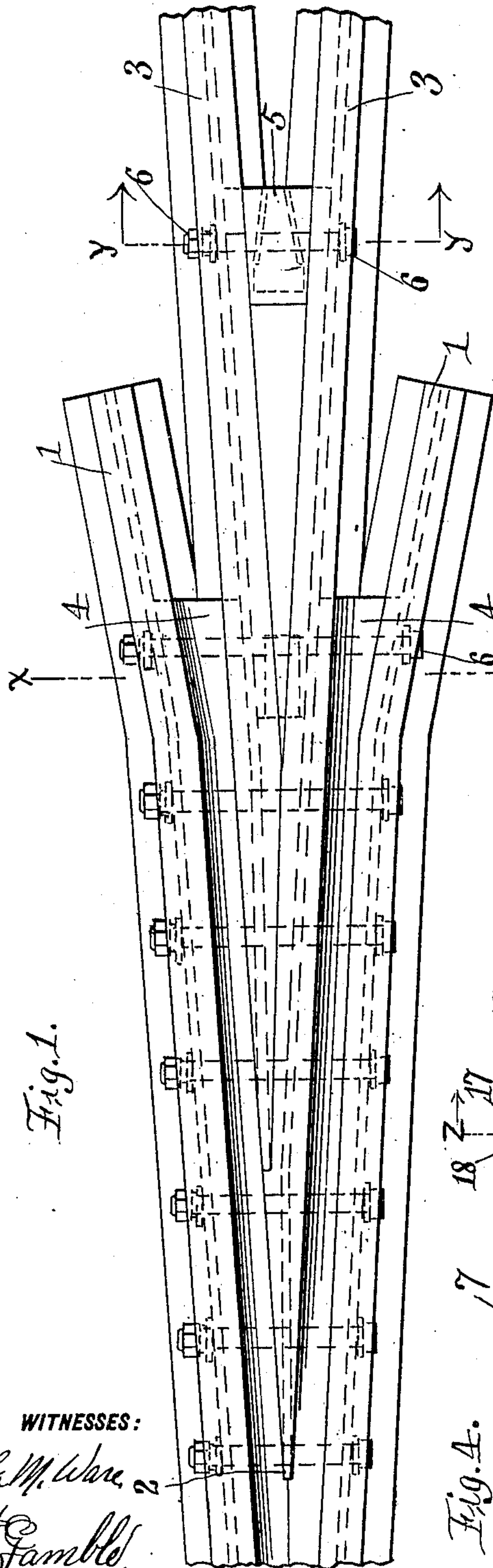


Fig. 1.

WITNESSES:

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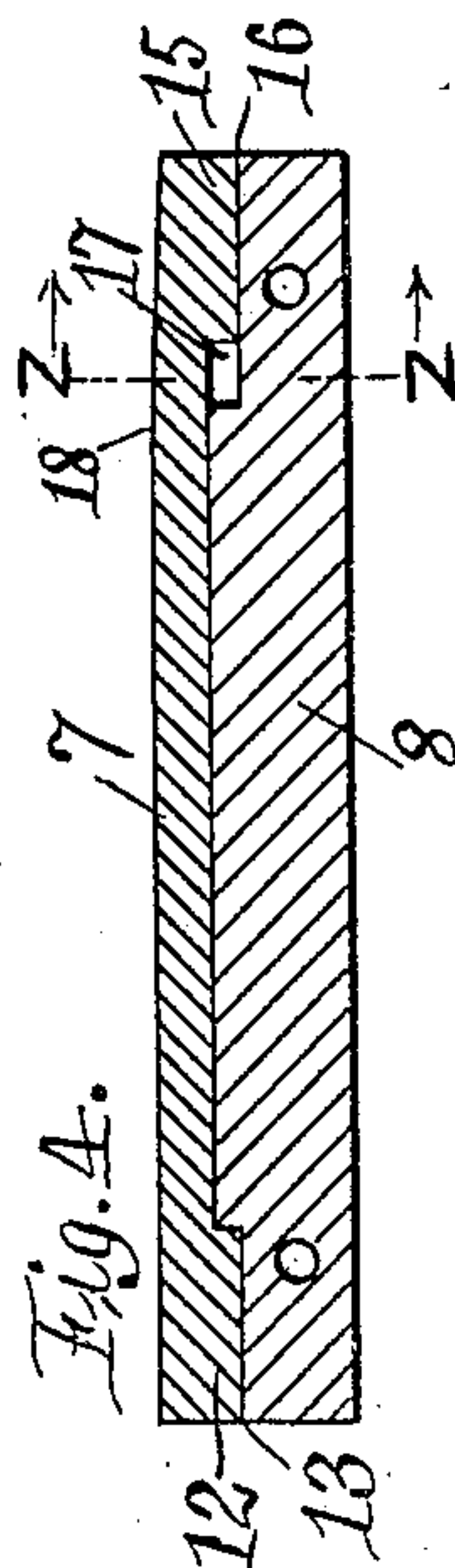


Fig. 4.

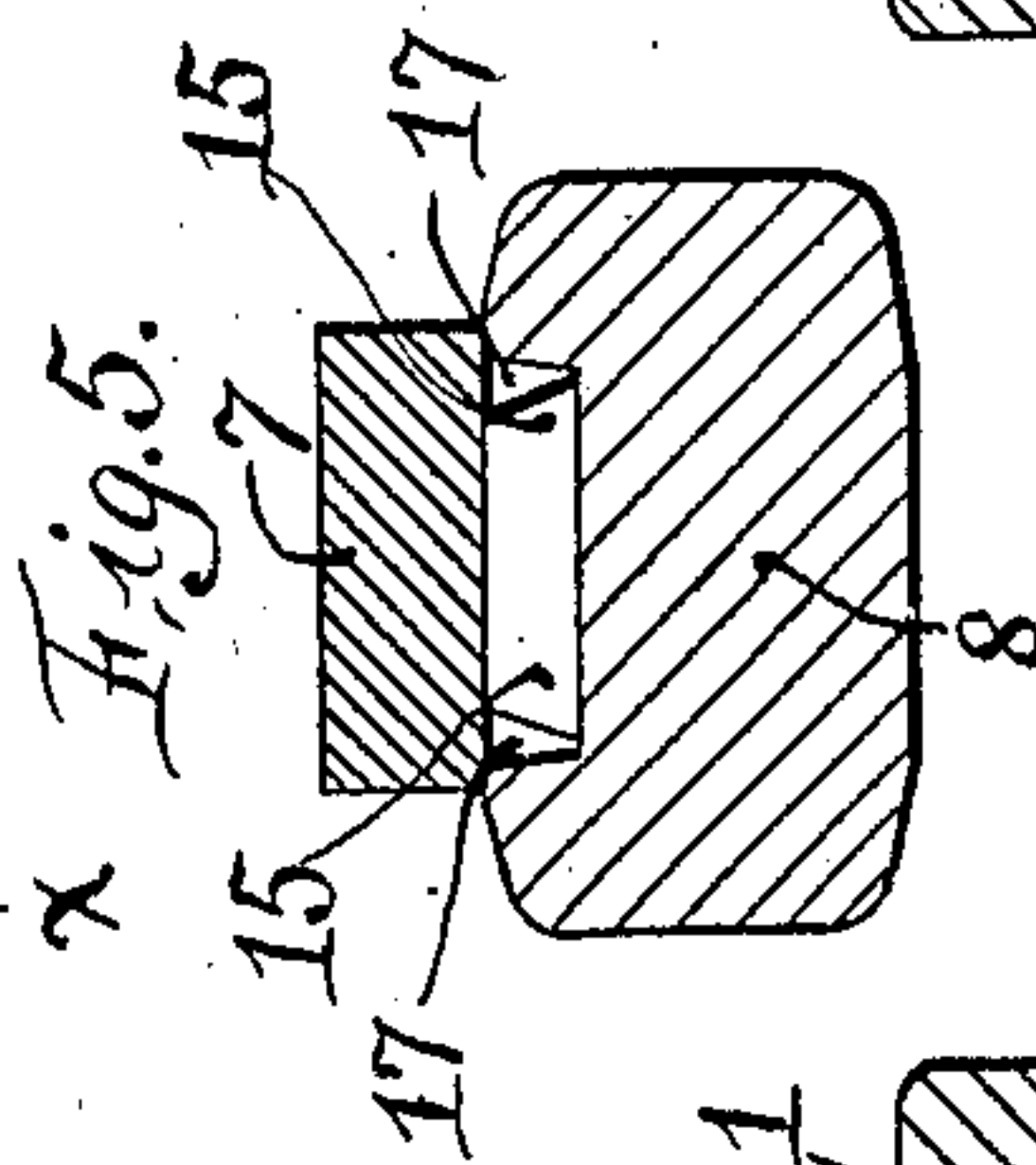


Fig. 5.

Fig. 3.

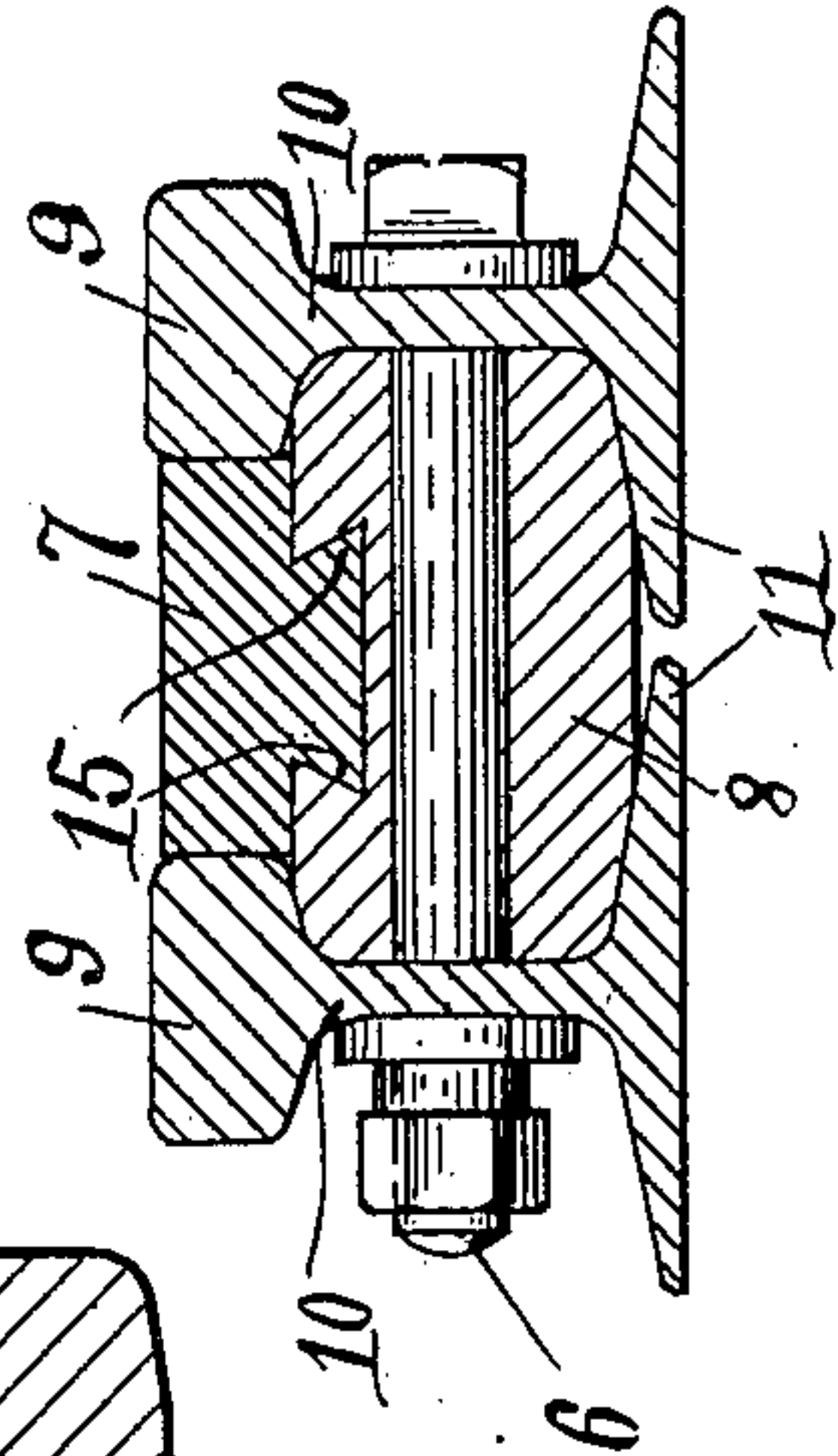
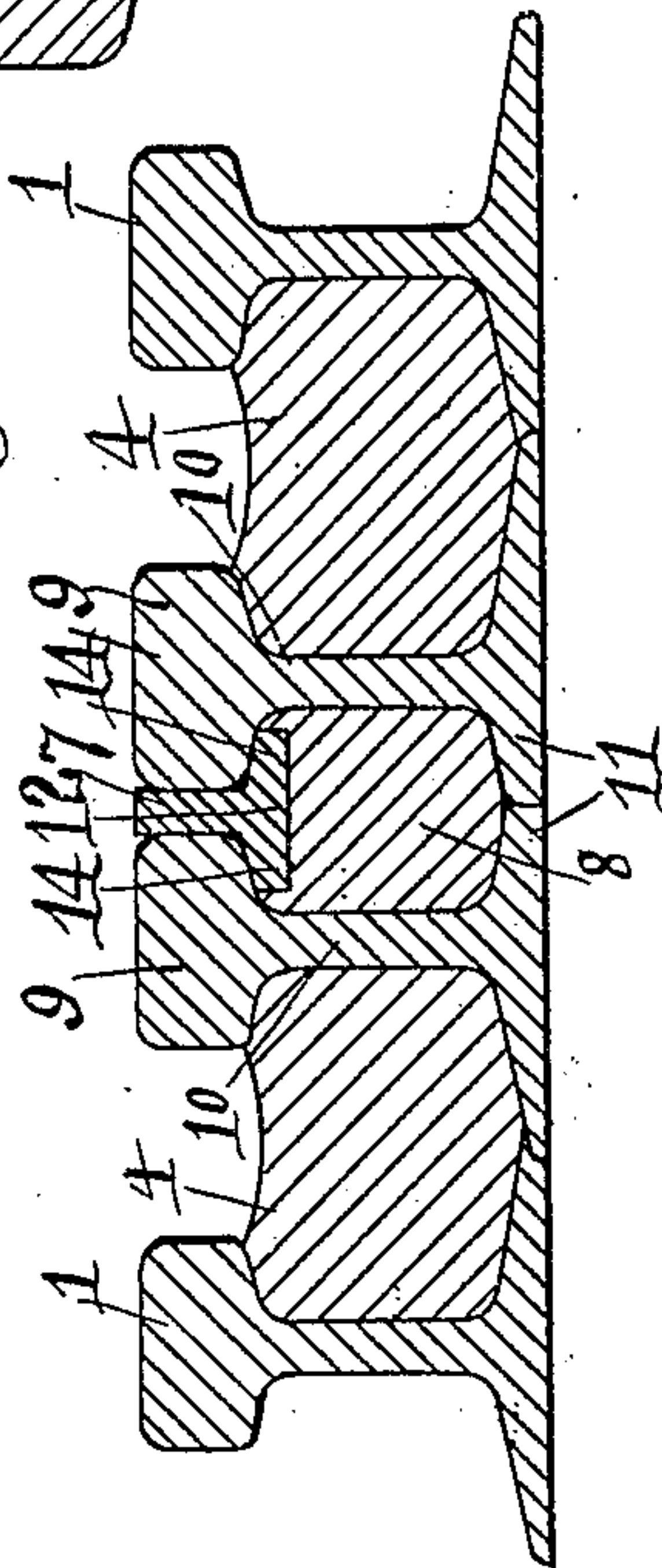


Fig. 2.



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HEEL-BLOCK FOR RAILROAD-FROGS AND THE LIKE.

No. 881,983.

Specification of Letters Patent.

Patented March 17, 1908.

Application filed July 26, 1907. Serial No. 385,679.

To all whom it may concern:

Be it known that we, BENT L. WEAVER and CHARLES W. REINOEHL, citizens of the United States, and residents of Steelton, Dauphin county, State of Pennsylvania, have invented certain new and useful Improvements in Heel-Blocks for Railroad-Frogs and the Like, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, of which—

Figure 1 is a plan view of a portion of a railroad frog or crossing, showing our invention applied thereto. Fig. 2 is an enlarged section as on the line $x-x$ Fig. 1. Fig. 3 is a similar section, as on the line $y-y$, Fig. 1. Fig. 4 is a medial vertical section through the heel block shown in Figs. 1, 2, and 3. Fig. 5 is an enlarged section, as on the line $z-z$, Fig. 4, through the heel block, showing the space into which the dovetail end of the wear piece is inserted in assembling the parts and detaching the same.

The object of the invention is to provide a heel block comprising a hard metal upper wear portion and a lower portion of cast iron or the like, which two portions may be detached from each other and either or both readily renewed.

To this end the invention consists in the novel features of construction hereinafter particularly pointed out.

1 indicates the wing rails; 2, the point of the frog; 3, the track rails converging toward the point, and 4, the usual intervening filling piece between said point-forming and wing rails.

Inserted between the rails, 3, is the heel block, 5, embodying our invention; being held in place between the rails by the bolts, 6. Said heel block, 5, comprises upper and lower portions, 7 and 8 respectively, the upper portion, 7, being formed preferably of relatively hard steel, and constituting the wearing surface of the heel block. The lower portion, 8, which we would usually make of ordinary cast iron is fitted beneath the heads, 9, of the track rails, 3, and against the webs, 10, thereof; the under surface of said filling piece resting, either wholly or in part, upon the inwardly extending foot flanges, 11, of the said rails, all in the usual manner.

The upper hard steel portion, 7, of the heel block, is provided, at its inner end, with a downwardly extending pad or projection, 12, which extends into a corresponding slot, 13,

in the cast iron filling piece, 8, which slot is open at its outer end, as seen in Fig. 4. This pad, 12, is provided with side flanges, 14, that extend beyond the side of the body portion, a distance beneath the heads of the rails, 3, to whose under surfaces they are fitted. The rear end of the upper portion, 7, is provided with a downwardly extending pad, 15, whose sides are outwardly beveled, as seen in Figs. 3 and 5, to form a dovetail, which, when the heel block is assembled, engages the undercut walls of a corresponding dovetail groove, 16, in the upper rear portion of the cast iron filling piece, 8.

That the parts 7 and 8 may be readily assembled or detached from each other, we provide a space or slot, 17, in the upper surface of the filling piece, 8, beyond said dovetail groove, 16. In assembling the two parts 7 and 8 together, the dovetail end of the part 7 is inserted in the space 16, and pushed forward until its dovetail pad is in engagement with the corresponding walls of the filling piece, and the other end of the piece, 7, is pressed downwardly at the same time, until its pad, 12, is in engagement with the slot, 13, all as shown in the drawings. Whereupon the heel block is ready to be inserted between the point-forming rails, 3. By the dovetail connection between the rear end of the heel block parts, and the side flanges, 14, extending beneath the heads of the rails, as seen in Fig. 2, the upper portion, 7, of the heel block is prevented from vertical displacement; the side walls of the slot, 17, and the close engagement of the dovetail 15, with the walls of its groove in the portion 8, preventing lateral displacement.

The outer, wide end of the heel block, 5, is beveled downwardly, as at 18, Fig. 4, to form a pick-up for the false flanges of gut-tered wheels; and the lower cast iron portion, 8, is provided with holes through which pass the bolts securing the heel block in place between the rails.

Having thus described our invention, we claim as new and desire to secure by Letters Patent:—

1. A heel block for railroad frogs and the like, comprising an upper hard metal portion and a lower portion, said upper portion being provided at its rear end with a dovetail projection and said lower portion being provided with a corresponding groove into and out of engagement with which said dovetail projection is adapted to be brought and dis-

engaged, the forward end of said heel block being provided with a downwardly extending pad or projection extending into and fitting a corresponding slot in said lower 5 portion.

2. A heel block for railroad frogs and the like, comprising an upper hard metal portion and a lower portion, said upper portion being provided at its rear end with a dove- 10 tail projection and said lower portion being provided with a corresponding groove into and out of engagement with which said dove-tail projection is adapted to be brought and disengaged, the forward end of said heel

block being provided with a downwardly 15 extending pad or projection extending into and fitting a corresponding slot in said lower portion, said pad being provided with lateral flanges adapted to fit beneath and be en- 20 gaged by the heads of the adjacent rails.

In testimony whereof, we have hereunto affixed our signatures.

BENT L. WEAVER.

CHARLES W. REINOEHL.

Witnesses:

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WM. R. MILLER.