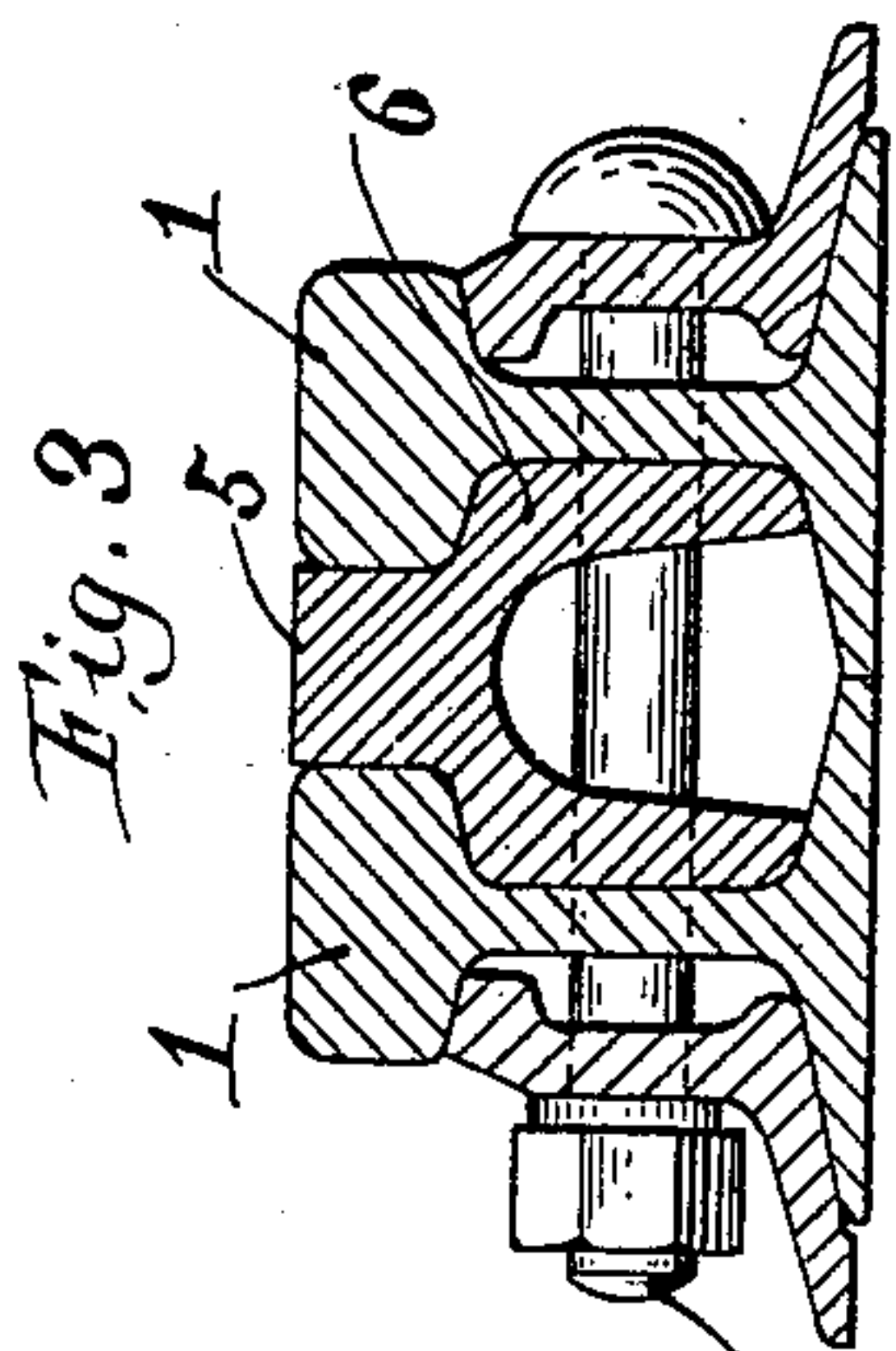
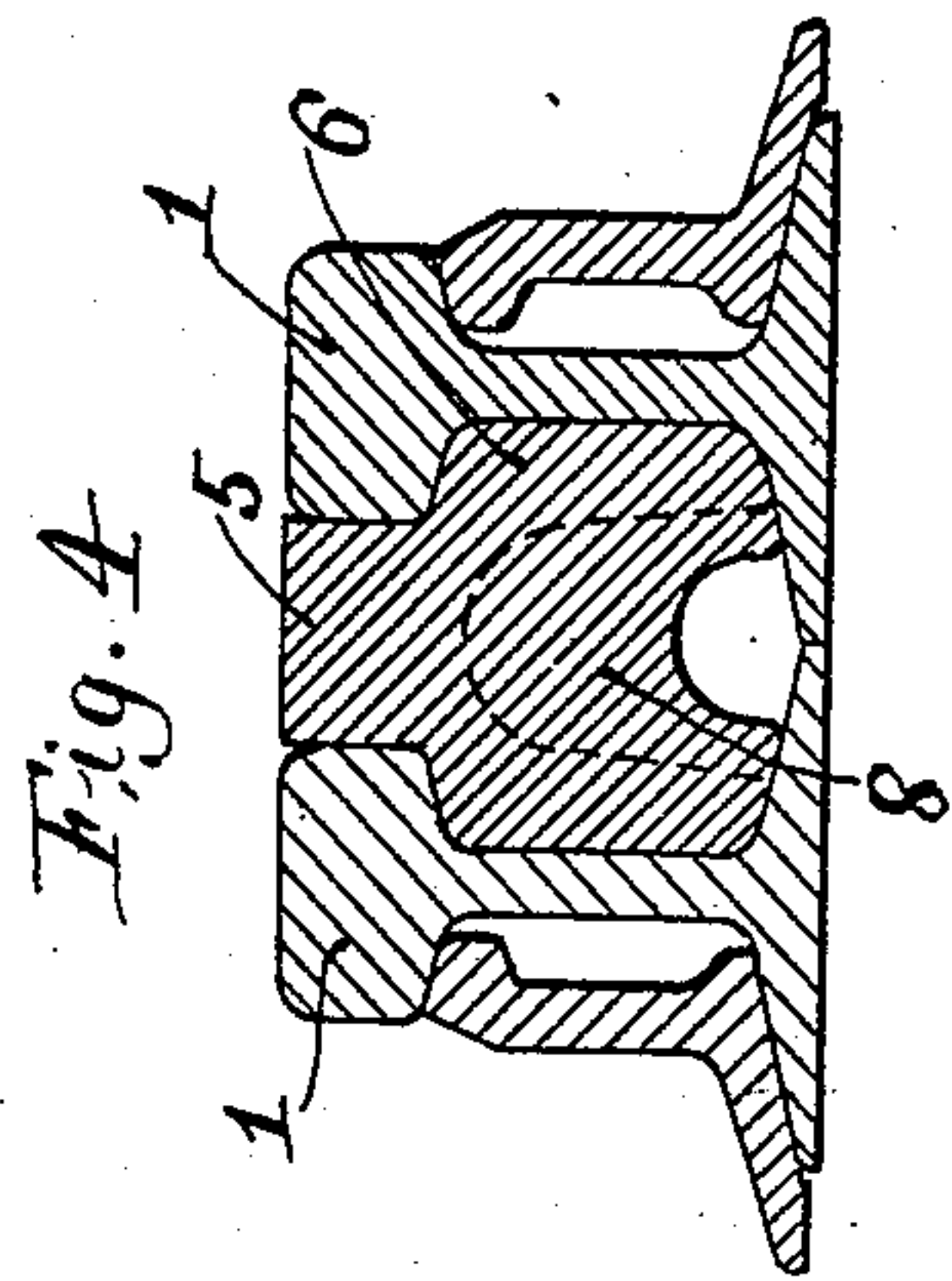
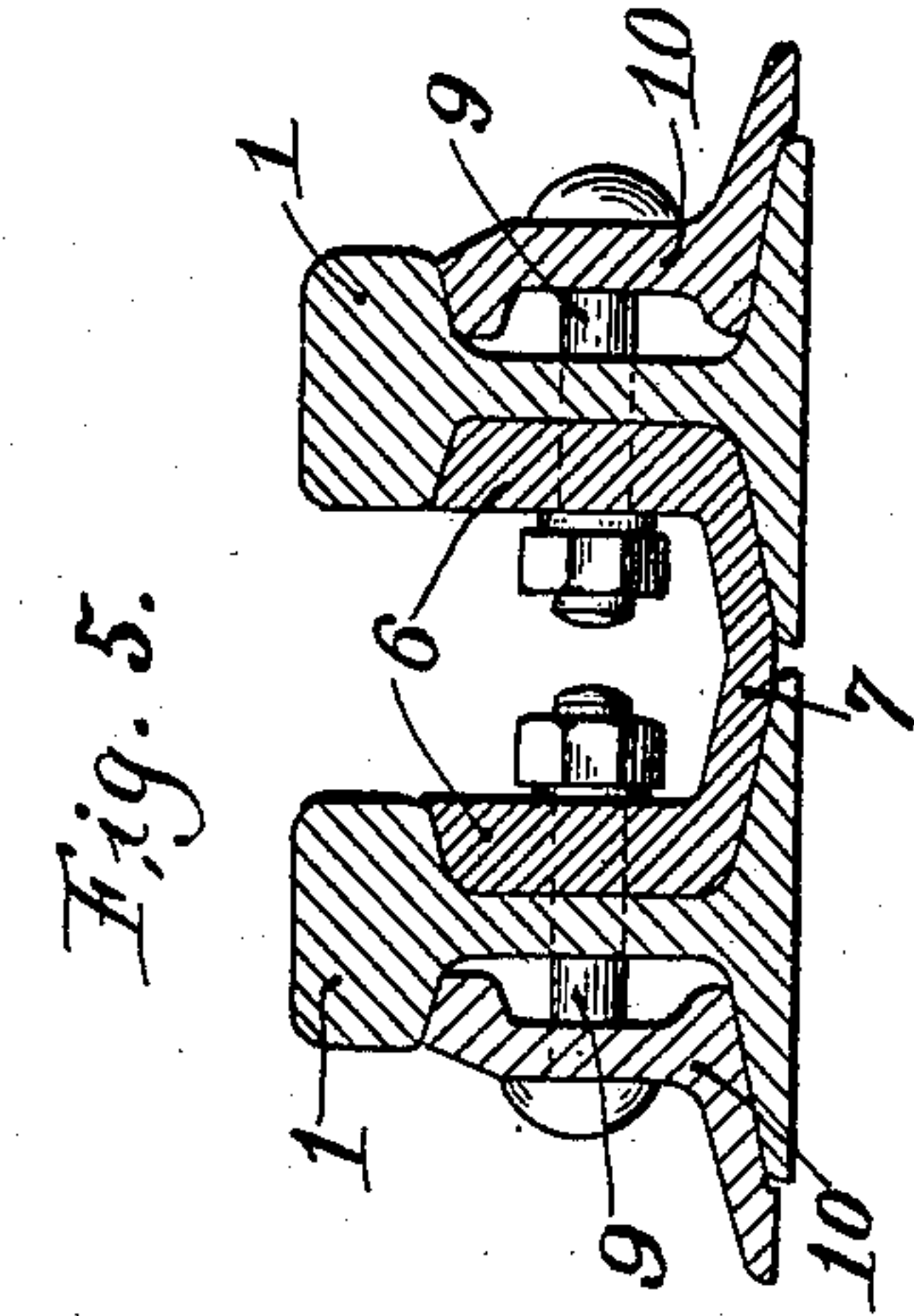
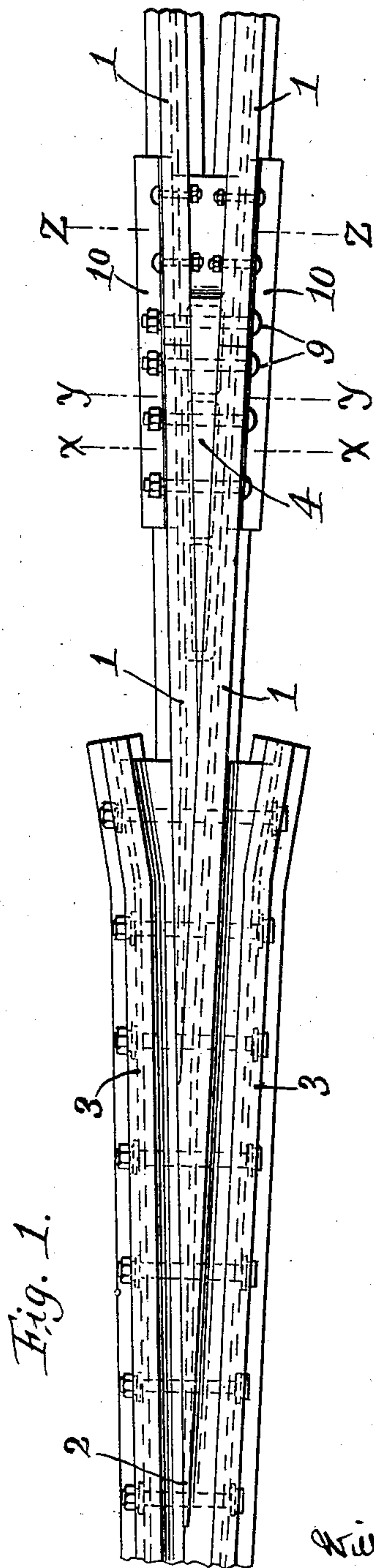
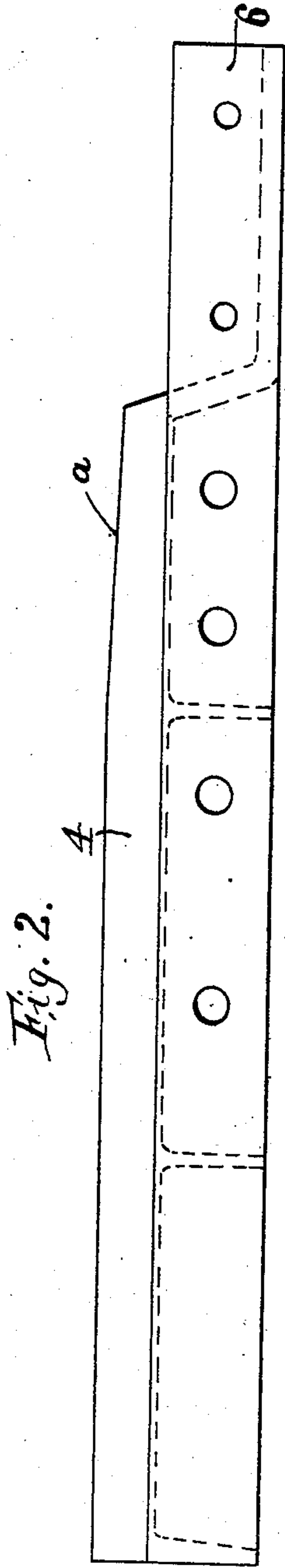


W. M. HENDERSON.
HEEL BLOCK FOR RAILROAD FROGS AND THE LIKE.
APPLICATION FILED OCT. 2, 1907.

898,646.

Patented Sept. 15, 1908.



WITNESSES:

Ella M. Ware
J. C. Gamble.

INVENTOR

William M. Henderson
BY

Walter C. Rusey
ATTORNEY.

UNITED STATES PATENT OFFICE.

WILLIAM M. HENDERSON, OF STEELTON, PENNSYLVANIA.

HEEL-BLOCK FOR RAILROAD-FROGS AND THE LIKE.

No. 898,646.

Specification of Letters Patent.

Patented Sept. 15, 1908.

Application filed October 2, 1907. Serial No. 395,613.

To all whom it may concern:

Be it known that I, WILLIAM M. HENDERSON, citizen of the United States, and resident 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 railroad frog showing my heel block in connection therewith. Fig. 2 is an enlarged side elevation of the heel block removed. Figs. 3, 4, and 5 are respectively sections on the lines $x-x$, $y-y$, and $z-z$.

The object of my invention is to provide a heel block for railroad frogs and the like which shall comprise a minimum amount of metal and yet be strong and durable.

To these ends the invention consists in the novel construction hereinafter described and pointed out.

1, 1, indicate the usual rails meeting to form the point, 2, of the frog.

3 are the usual wing rails.

The point rails, 1, diverge rearwardly in the usual manner, leaving a tapered opening therebetween into which the heel block, 4, is fitted. This heel block is rolled, or otherwise formed, from suitable metal, and comprises a head portion 5 extending between and filling the space between the heads of the rails, 1. Extending from the head portion outwardly and downwardly, are web or leg portions, 6, whose outer sides follow the contour of the rails, 1, their lower ends being supported upon the base flanges of said rails, and said heel block being prevented from having either lateral or vertical movement by the webs and under sides of the heads of the rails, 1. The extreme rear end of the heel block is inverted, as seen in Figs. 2 and 5; that is, the connecting portion between the legs, 6, instead of comprising the head portion, 5, is at the lower ends of the legs in the form of a floor or bridge, 7, that rests throughout its width upon the top of the base flanges of the rails, 1, as seen in Fig. 5.

The upper surface of the rear end of the head portion, 5, is beveled downwardly, as at a , Fig. 2, to constitute a gradual pick-up for false flanges of guttered wheels passing over the frog.

At intervals the legs, 6, of the heel block, 4, are preferably connected by web portions, 8, to add strength to the same.

The point-rails and heel block are suitably secured together by means of the usual through bolts, 9. In this instance said bolts also pass through splice bars, 10, as in the particular form of frog shown there is a joint in the rails 1 opposite the heel block.

It will be observed that the foregoing described construction of heel block may be readily manufactured, and embodies a maximum of strength with a minimum amount of metal.

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

1. A heel block for railroad frogs and the like, comprising the head portion fitting the space between the heads of the point-rails, together with the depending leg portions fitted respectively to the under side of the head, inner side of the web, and resting upon the base of the said point rails, substantially as set forth.

2. A heel block for railroad frogs and the like, comprising the head portion fitting the space between the heads of the point rails, the depending leg portions fitted respectively to the under side of the head, inner side of the web, and resting upon the base of the said point rails, and provided with the webs connecting said legs at suitable intervals, substantially as set forth.

3. A heel block for railroad frogs and the like, comprising the head portion fitting the space between the heads of the point-rails, the depending leg portions fitted respectively to the under side of the head, inner side of the web, and resting upon the base of the said point-rails, the upper surface of the rear end of said heel block being beveled downwardly, substantially as set forth.

4. A heel block for railroad frogs and the

like, comprising the head portion fitting the space between the heads of the point-rails, the depending leg portions fitted respectively to the under side of the head, inner side of the web, and resting upon the base of the said point-rails, the extreme rear end of said heel block being inverted and the floor of said inverted portion fitted to and resting upon and bridging the base flanges of the said point-rails, substantially as set forth. 10

In testimony whereof, I have hereunto affixed my signature.

WILLIAM M. HENDERSON.

Witnesses:

BENT L. WEAVER,

WILLIAM R. MILLER.