

C. H. JACKSON.
Railway-Frog.

No. 218,123.

Patented Aug. 5, 1879.

Fig. 1.

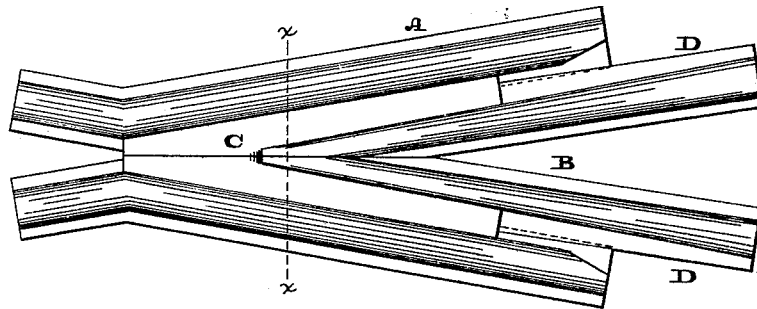


Fig. 2.

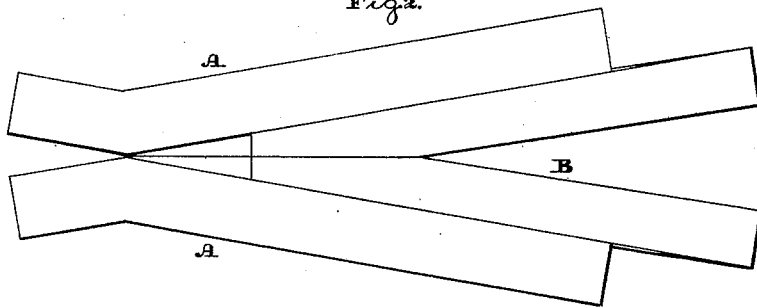


Fig. 3.

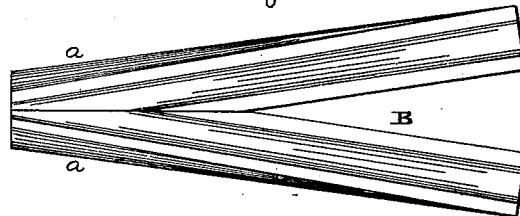


Fig. 4.

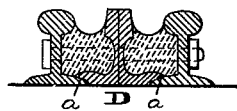
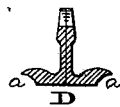


Fig. 5.



Witnesses:

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CALEB H. JACKSON, OF HARRISBURG, PENNSYLVANIA.

IMPROVEMENT IN RAILWAY-FROGS.

Specification forming part of Letters Patent No. **218,123**, dated August 5, 1879; application filed January 17, 1879.

To all whom it may concern:

Be it known that I, CALEB H. JACKSON, of Harrisburg, in the county of Dauphin and State of Pennsylvania, have invented a new and useful Improvement in Railway-Frogs, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a top or plan view of the frog embodying my invention. Fig. 2 is a bottom view thereof. Fig. 3 is a top or plan view of the point-rails removed. Fig. 4 is a transverse vertical section in line *x x*, Fig. 1. Fig. 5 is a view of one end of the point-rails.

Similar letters of reference indicate corresponding parts in the several figures.

My invention consists in supporting the point-rails on the flanges of the wing-rails by means of overlying tongues, which are extensions of the outer sides of the flanges of said point-rails, whereby strain on the bolts is obviated, sinking of the point prevented, and the frog is otherwise simple, strong, stable, and durable.

Referring to the drawings, A represents the wing-rails, B the point-rails, and C the throat-filling.

The point-rails are united at one end, as usual, and the wing-rails and throat-filling may be of well-known construction.

The flanges D of the point-rails are extended or pressed laterally and upward by a swage or other proper implement, so as to form on the outer side of each point-rail at the connected end a tongue, *a*, said tongues being so disposed that when the rails are in position they overlap or overhang the inner or adjacent flanges of the wing-rails.

In order to permit the passage and location of the tongues, the lower faces of the throat-filling are channeled, without, however, affecting the strength of said throat.

When the throat-filling is properly located on the wing-rails, the point-rails are moved into position, and the overhanging tongues *a a* enter between the throat-filling and the flanges

of the wing-rails, and rest on said flanges, after which the several parts are properly bolted and the frog is ready for service.

It will be seen that when weight is on the point-rails, the same, owing to the tongues *a*, is transferred to the flanges of the wing-rails, and thus the point-rails are firmly supported, strain on the bolts is removed, and sinking of the point and cutting of the ties are prevented, the means employed being simple, strong, and durable.

It will also be seen that the flanges of the point-rails remain entire, only the portions in contact with the wing-rails being pressed or swaged into tongues without the removal or addition of stock, or materially altering the shape of the rails.

It will also be seen that the bottom face of each flange rests directly on the ties, and said several faces form, as it were, a continuous right line, whereby also, owing to the upwardly-pressed tongues *a*, the several rails are as one, and neither can be depressed greater than the other, so that the cutting action of the rails is prevented and sinking of the throat obviated, as has been stated.

I am aware that it is not new to support the point-rails on the wing-rails; but the provision for the same is different from mine, and I disclaim such feature.

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

1. The point-rail having the outer sides of its flanges D extended to form overlying tongues *a a*, substantially as and for the purpose set forth.

2. The wing-rails A, throat-filling C, with channels on its lower faces, and the point-rail with flanges D, having tongue-extensions *a*, combined and operating as described, and forming an improvement in frogs, as stated.

C. H. JACKSON.

Witnesses:

JOHN A. WIEDERSHEIM,
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