W. WHARTON, Jr.
Railway-Frog.

No. 207,328. Patented Aug. 20, 1878.

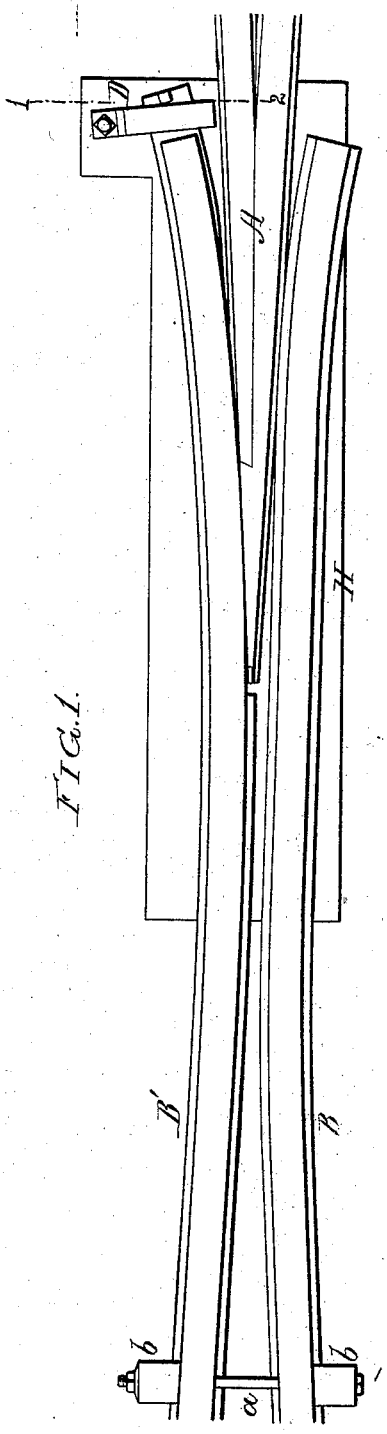

FIG. 1.

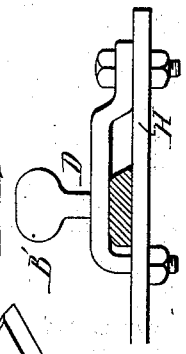

FIG. 4.

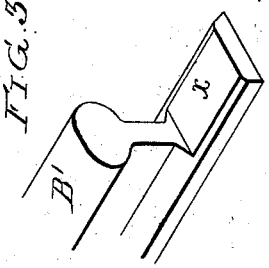

FIG. 3.

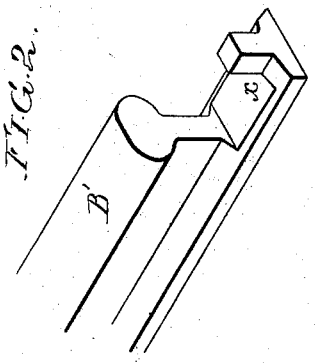

FIG. 2.

Witnesses
Harry A. Crawford
Harry Smith

Inventor,
William Wharton Jr.
by his Attorneys
Howson and Son

UNITED STATES PATENT OFFICE.

WILLIAM WHARTON, JR., OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO THE WHARTON RAILROAD SWITCH COMPANY, OF SAME PLACE.

IMPROVEMENT IN RAILWAY-FROGS.

Specification forming part of Letters Patent No. **207,328**, dated August 20, 1878; application filed June 12, 1878.

To all whom it may concern:

Be it known that I, WILLIAM WHARTON, Jr., of Philadelphia, Pennsylvania, have invented a new and useful Improvement in Railroad-Frogs, of which the following is a specification:

My invention consists of an improvement, fully described hereinafter, in that class of frogs in which a movable wing-rail is combined with a guide for preventing the vertical displacement and lateral tilting of the said rail.

In the accompanying drawing, Figure 1 is a plan view of a frog with my improvement; Fig. 2, a perspective view of the end of the movable rail; Fig. 3, a modification of Fig. 2, and Fig. 4 a vertical section on the line 1 2, showing the guide adapted to the end of the movable rail. Figs. 2, 3, and 4 are drawn to a larger scale than Fig. 1.

The point A and fixed wing-rail B are secured to a suitable foundation-plate, H, and to the cross-ties of the track in the usual manner. B′ is the movable wing-rail, bearing on the foundation-plate, and caused to bear against one side of the point-rails, either by its own elasticity or by any suitable spring. A bolt, *a*, for instance, passing through both of the wing-rails and through boxes *b b* containing rubber, or spiral springs may be used for this purpose.

The movable rail is cut down or notched at *x*, near its outer end, in the manner best observed in the perspective view, Fig. 2, or as shown in Fig. 3, and the staple-like guide D, secured to the foundation-plate, is so adapted to the notch or recess in the rail that, while the latter can be moved to and fro freely, the guide not only prevents the vertical displacement of the rail, but effectually prevents it from being twisted over in the direction of the arrow when acted on by the flanges of the car-wheels.

I do not desire to claim, broadly, the combination of the movable wing-rail of a frog with a guide to prevent the said rail from being tilted or displaced vertically; but

I claim as my invention—

The combination, in a frog, of a movable wing-rail, having its tread and web portion removed at or near its end to form a recess, *x*, with the guide D adapted to the said recess, as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

WM. WHARTON, JR.

Witnesses:

HUBERT HOWSON,

HARRY SMITH.