

(No Model.)

B. BLAKE.  
RAILWAY FROG.

No. 524,457.

Patented Aug. 14, 1894.

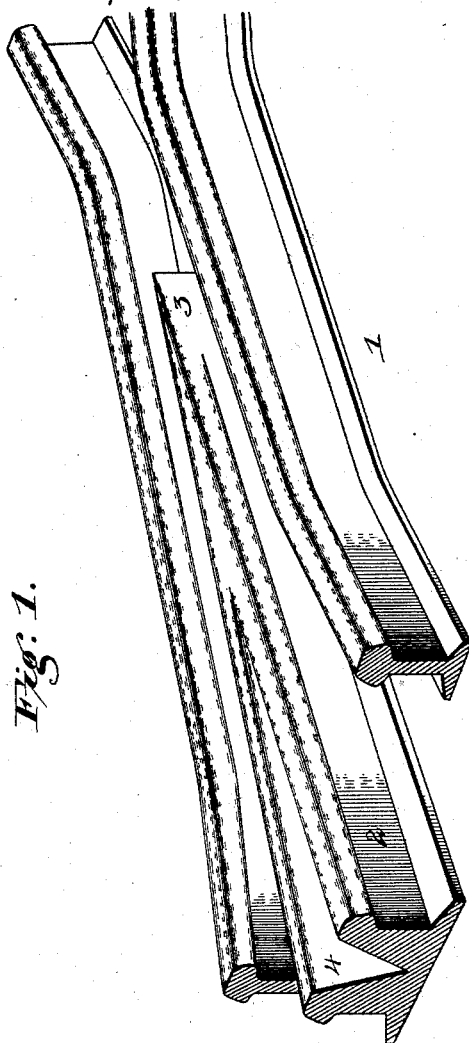


Fig. 1.

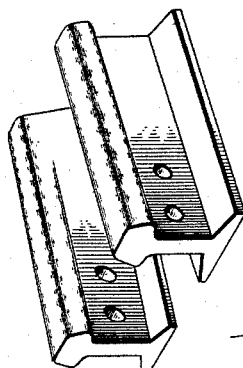


Fig. 3.

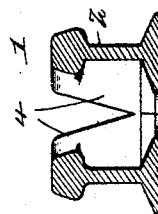
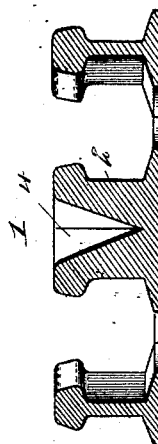


Fig. 2.



Witnesses

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By *his* Attorneys.

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# UNITED STATES PATENT OFFICE.

BURDINE BLAKE, OF LONDON, OHIO.

## RAILWAY-FROG.

SPECIFICATION forming part of Letters Patent No. 524,457, dated August 14, 1894.

Application filed December 27, 1893. Serial No. 494,893. (No model.)

*To all whom it may concern:*

Be it known that I, BURDINE BLAKE, a citizen of the United States, residing at London, in the county of Madison and State of Ohio, have invented a new and useful Railroad-Frog, of which the following is a specification.

The invention relates to improvements in railroad frogs.

The object of the present invention is to improve the construction of railroad frogs, switches, crossings and the like, where converging rails are employed, and to provide means, whereby the foot of a person will be prevented from being caught and locked between such converging rails.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended.

In the drawings—Figure 1 is a perspective view of a railroad frog provided with my improvements. Figs. 2 and 3, are transverse sectional views of the same.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates a railroad frog constructed of rolled or other metal, and consisting of a single piece of metal, or any other desired construction. The frog, which is provided with the usual converging rails 2, meeting and forming a point 3, has the inner opposed faces of these rails 2 inwardly inclined at 4, and forming a V-shaped space or recess between the rails. The inclination of the inner sides 4 of the rails 2, is sufficiently great to prevent any liability of the foot of a person becoming wedged between the rails; and this result often happens when the inner faces of the con-

verging rails are vertical, or substantially so, or when the ordinary construction of rails is employed, the latter being the most dangerous for converging rails. The inclined inner faces 4 of the rails 2, as the latter separate, gradually merge into the ordinary configuration of a rail.

In the accompanying drawings, the converging rails having the inwardly inclined oppositely disposed faces are shown applied only to a frog, but it will be readily understood that this construction is equally applicable to switches, crossings and similar constructions, and I desire it to be understood that changes necessary to adapt the invention to these various kinds of rails may be employed without departing from the spirit of the invention.

It will be seen that by the particular construction of the inner opposed faces of the converging rails all liability of the foot of a person becoming caught between them and being locked or wedged is prevented.

What I claim is—

In a frog or the like, the converging rails having their inner opposed faces downwardly and inwardly inclined at a wide angle and forming a V-shaped space or recess between them, the inclined faces gradually merging into the ordinary configuration of a rail as the rails separate, substantially as and for the purpose described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

BURDINE BLAKE.

Witnesses:

JOHN H. SIGGERS,  
GEO. C. SHOEMAKER.