

(No Model.)

G. SCHUMACHER.  
MOVABLE FROG FOR RAILWAY CROSSINGS.

No. 430,441.

Patented June 17, 1890.

*Fig. 1*

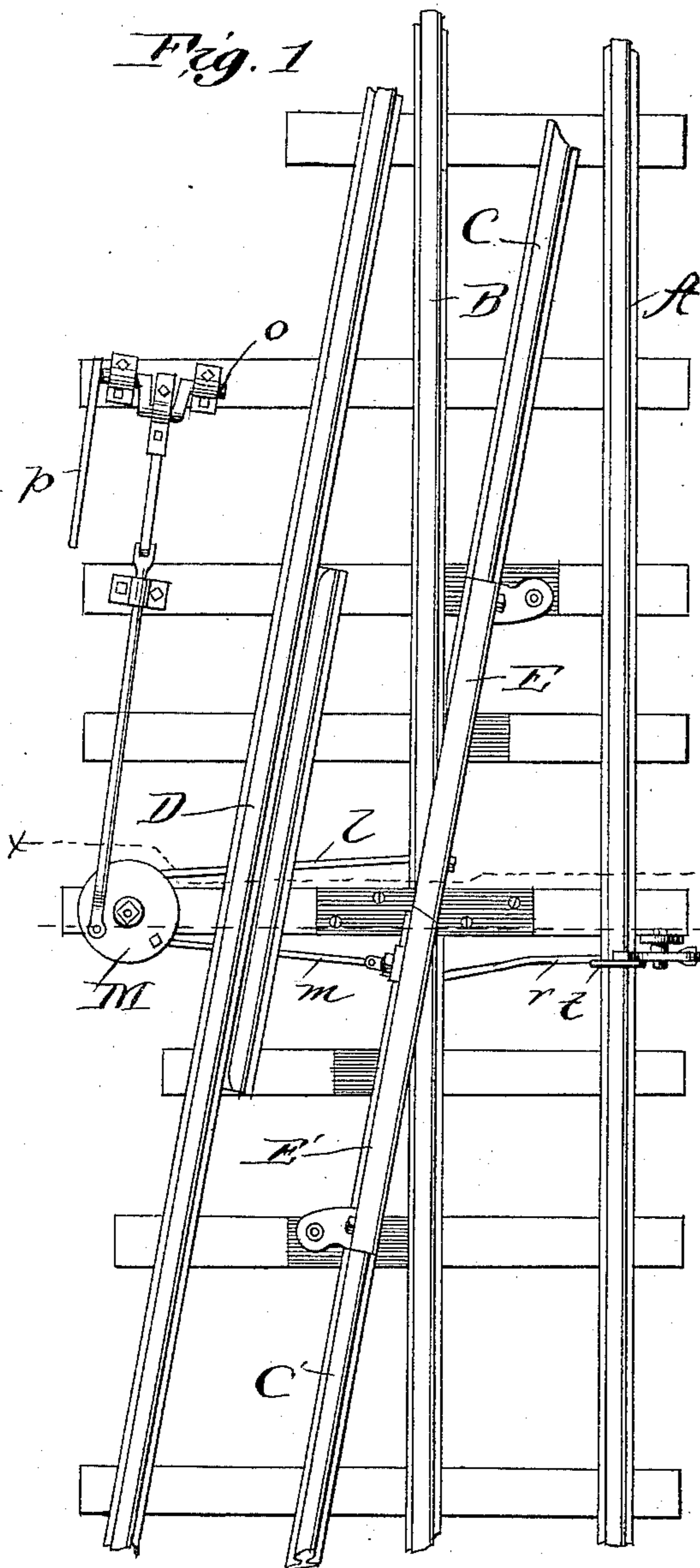


Fig. 3.

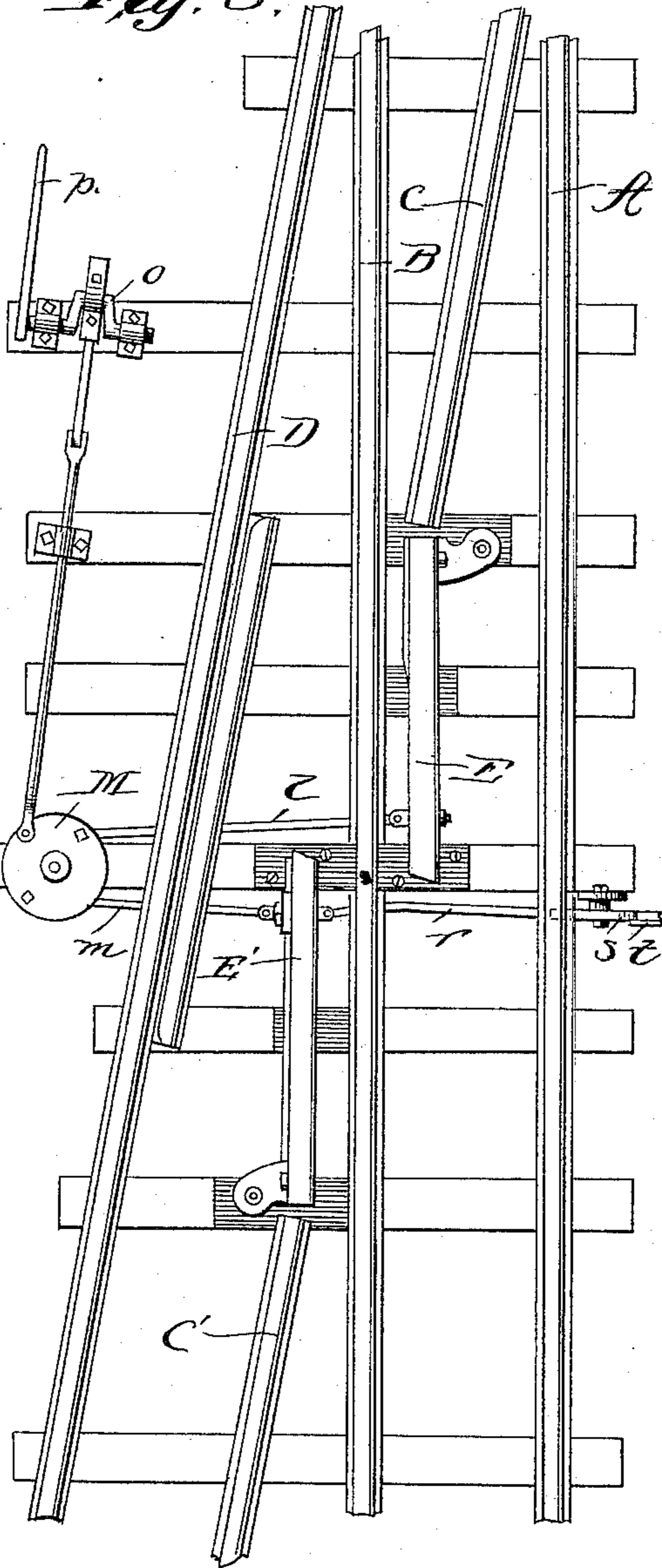
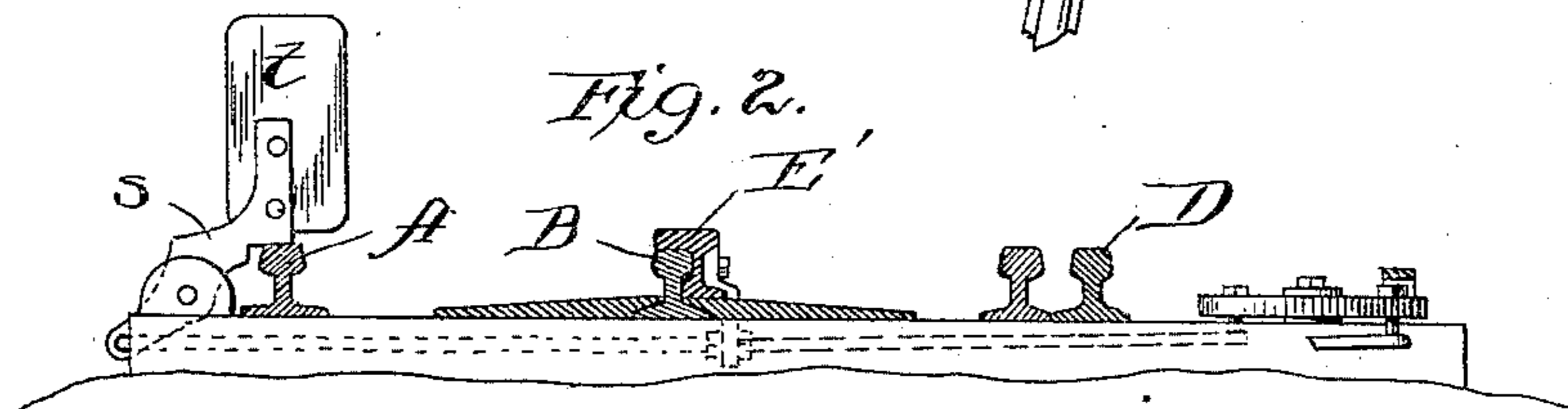


Fig. 2.



Witnesses—

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# UNITED STATES PATENT OFFICE.

GODFRIED SCHUMACHER, OF MORRIS, INDIANA.

## MOVABLE FROG FOR RAILWAY-CROSSINGS.

SPECIFICATION forming part of Letters Patent No. 430,441, dated June 17, 1890.

Application filed March 12, 1890. Serial No. 343,610. (No model.)

*To all whom it may concern:*

Be it known that I, GODFRIED SCHUMACHER, of Morris, in the county of Ripley and State of Indiana, have invented a new and useful Improvement in Movable Frogs for Railway-Crossings; and I do hereby declare that the following is a full, clear, and exact description of the same.

The invention hereinafter set forth is an improved movable frog, and includes therewith an automatic signal of improved form of construction.

The object of the first part of the construction is to provide means for the passage of the wheels of a railway-car from the inner rail of the siding across the rail of the main track without cutting said rail or interposing the ordinary frog.

The object of the second part of the invention is to afford a plain automatic signal indicating to the engineer the position of the siding.

My invention is shown in the accompanying drawings, in which—

Figure 1 is a plan view; Fig. 2, a cross-section on line  $xx$  of Fig. 1; Fig. 3, a plan view with the main track open.

In the drawings, A B represent the rails of the main track; C, the inner rail of the siding, and D the outer rail. The switch is not shown, as that may be of any ordinary construction. The end of the inner rail C terminates a short distance from the main rail B, and abutting against it is a rail-section E, pivoted on a tie and arranged to form when closed a continuation of the rail C. It is closed against the main rail B, as shown in Fig. 1. To permit this closing the flange and web are cut away on an incline, leaving the tread overhanging, so that the end of this pivoted portion will lie up snugly against the main rail with the tread overlapping. Outside of the main track B is a rail C', which is a continuation of the rail C, and abutting against its end is pivoted another section E', similar to section E, fitted at its end to lie against the main rail on the outside thereof and opposite the end of the section E. When both sections are in the position shown in Fig. 1, they form a continu-

ation track with C C', the treads of the sections being adapted to lift the wheels and carry them over the rail B of the main track. When the sections are thrown away from the main rail, as shown in Fig. 3, the main track is free for the passage of the train. The sections are moved simultaneously and in opposite directions by means of rods  $lm$ , which are connected, respectively, to the sections near their free ends, the other ends of the rails being pivoted to wrist-pins on a base-plate M, pivoted on a cross-tie. The face-plate is connected by a pitman to a horizontal crank-shaft  $o$ , which is worked by a lever  $p$ . The lever is in the same plane as the crank, and when the crank is down in a horizontal position on one side the side track is closed, as shown in Fig. 1, but is open when the lever is down on the other side, as shown in Fig. 3, and this locks the sections in both positions. To the outside section E' is connected a rod  $r$ , the outer end of which is pivoted to the lower end of the lever  $s$ , just outside of the main rail A. The upper end of the lever carries a signal  $t$ . This is arranged to rest over the rail A and close to it when the siding is closed, being operated automatically by the movement of the sections. When the main track is open, the signal is out of the way and trains may pass freely on the main track. It will be observed that the ends of the sections are cut diagonal, so that they fit snugly against each other when against the rail B.

I claim as my invention—

In combination with the main and side rails, the pivoted sections E E', arranged to overlap the main rail, and a signal  $t$ , pivoted outside of the track and connected to the section E', said signal being arranged to move over the rail A when the siding is closed, substantially as described.

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

GODFRIED SCHUMACHER.

Witnesses:

PETER SCHULER,  
JACOB SCHUMACHER.