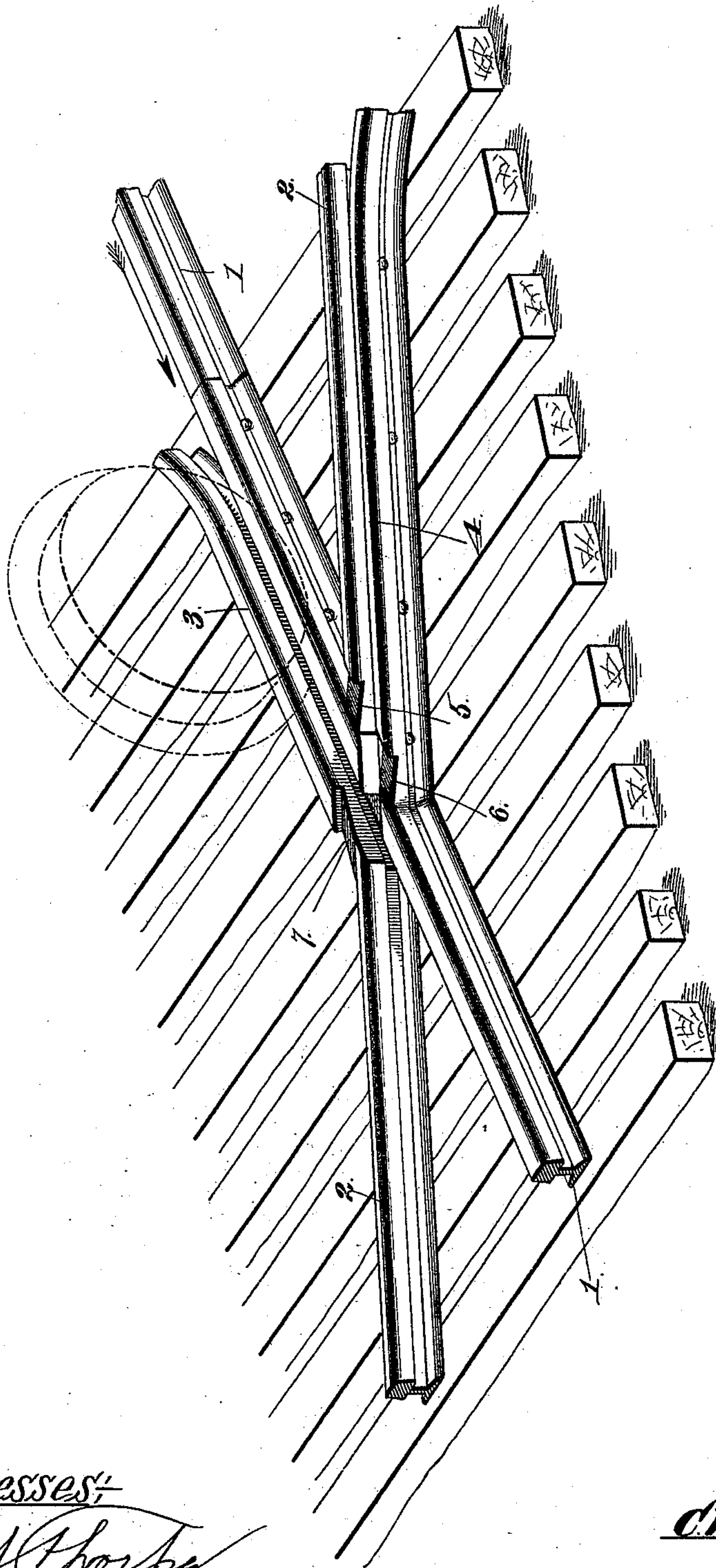


(No Model.)

C. W. SPECKIN.
RAILWAY FROG.

No. 528,348.

Patented Oct. 30, 1894.



Witnesses:

E. J. Thorpe
W. R. Remley

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UNITED STATES PATENT OFFICE.

CHARLES W. SPECKIN, OF ARGENTINE, KANSAS.

RAILWAY-FROG.

SPECIFICATION forming part of Letters Patent No. 528,348, dated October 30, 1894.

Application filed February 26, 1894. Serial No. 501,497. (No model.)

To all whom it may concern:

Be it known that I, CHARLES W. SPECKIN, of Argentine, Wyandotte county, Kansas, have invented certain new and useful Improvements in Railway-Frogs, of which the following is a full, clear, and exact description, reference being had to the accompanying drawing, forming a part thereof.

My invention relates to railway frogs, and has for its object to obviate the jolting of cars in the passage of a train over the frog, and thereby lengthen the life of the bolts securing the frog in place, and also lessening the expense of keeping said frogs in repair.

With this object in view, my invention consists in its novel construction, as hereinafter described and claimed.

As well known, the jolting of a train in passing over a frog of the ordinary construction gradually loosens the bolts, and finally breaks or dislodges them, and to obviate the danger arising from this breakage or dislodgment of the bolts, a constant watch must be kept upon the frogs. My invention is to obviate most of this jolting caused by the passage of the train over the frog by recessing the tread of the switch-rail, and this construction, relieving the bolts of the strain to which they were before subjected, demands less attention from the person engaged in the inspection and repair of the frog.

Referring to the drawing, which illustrates in perspective a frog constructed in accordance with my invention, 1, designates the main-rail of the track, and 2, designates the intersecting wing-rail.

3, designates the guard of the main rail, which is arranged a suitable distance inward of and parallel with said main-rail, and this guard-rail 3, forms a junction at the intersection of the tracks, with one section of the wing-rail, and the opposite section of the wing-rail forms a junction with the main-rail.

4, designates the guard of the wing-rail 2, and this guard is arranged at the inner side of and parallel with the said wing-rail, and forms a junction with one section of the main-rail, at the intersection of the tracks.

That portion of the wing-rail 2, which forms

a junction with the outer side of the main-rail, has its upper side or tread recessed or notched, so as to form the inclined surface 5; said inclined surface beginning at the junction of the wing-rail with the outer side of the main-rail, and in the same horizontal plane as the upper surface of said rail, and extending downwardly and outwardly. The guard-rail 4, of the wing-rail is also recessed or notched correspondingly in its upper surface or tread, so as to form the inclined surface 6, at the junction of the guard-rail, with the other section of the main-rail.

From this construction, it will be apparent that a car wheel running in the direction of the arrow upon the main-rail, as shown in dotted lines, will pass the intersection of the tracks, without the usual jolting, which is occasioned by the passage of the wheel over the ordinary form of frog, because the wing-rail and guard-rail 4, being notched as shown, the projecting portion of the rim of the wheel will not come in contact therewith, except at the extreme upper end of the inclined surfaces 5 and 6. Owing to the narrow surface of the tread of the rim of the wheel presented to the upper end of these inclined surfaces, it will be understood that these portions of the wing and guard-rails wear down equally as fast as the main-rail, so that no obstruction is offered to the passage of the wheel at these points.

3, at its meeting point with the wing-rail 2, is recessed or notched in its upper surface or tread, to form the inclined surface 7, to allow of the free and unobstructed passage of the projecting portion of the rim of the wheel running upon the wing-rail.

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

1. The combination in a railway frog, of a main-rail, a wing-rail intersecting said main-rail, and notched or recessed at its upper side and at the junction point of the said wing-rail with the outer side of the main-rail, and guard-rails, forming a junction with said main-rail and said wing-rail, and notches formed in the upper side of the said guard-

rails at the junction with said main- and wing-rails, substantially as set forth.

2. In a railway frog, the combination with the main-rail, of a wing-rail recessed to form
5 an inclined surface at its upper side and at the junction point of the said wing-rail with the main-rail, and guard-rails forming a junction with the wing- and main-rails, and also

formed at their junction points with inclined surfaces, substantially as set forth. 10

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES W. SPECKIN.

Witnesses:

M. R. REMLEY,
G. Y. THORPE.