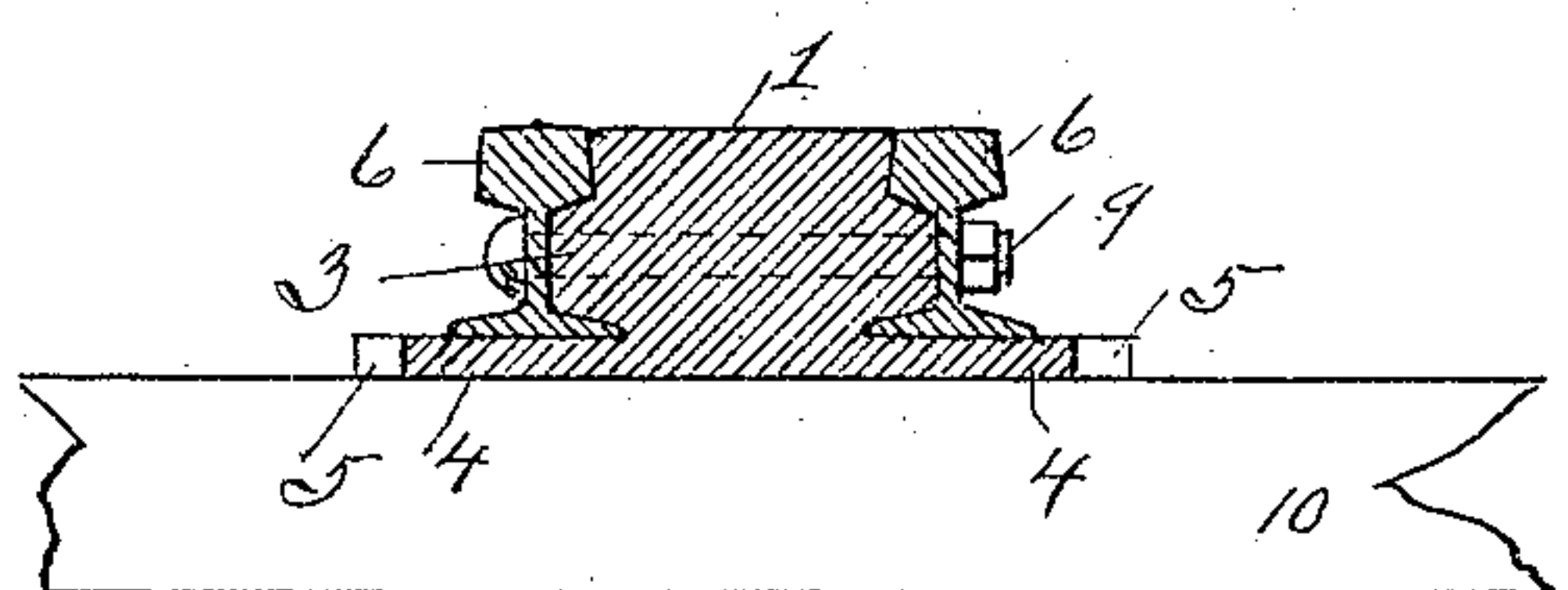
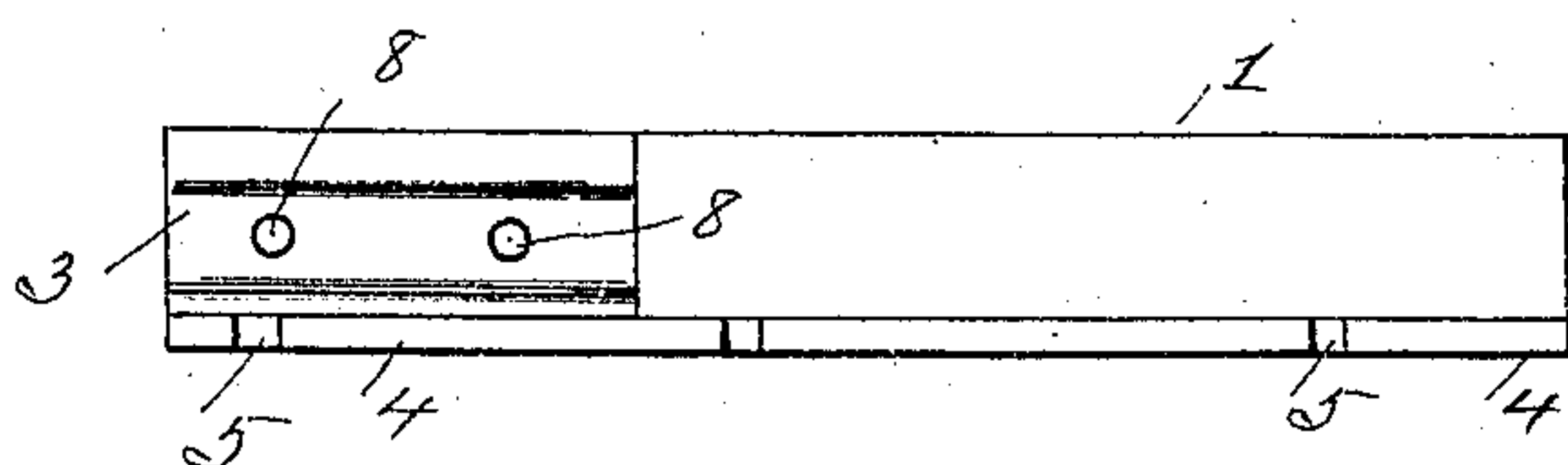
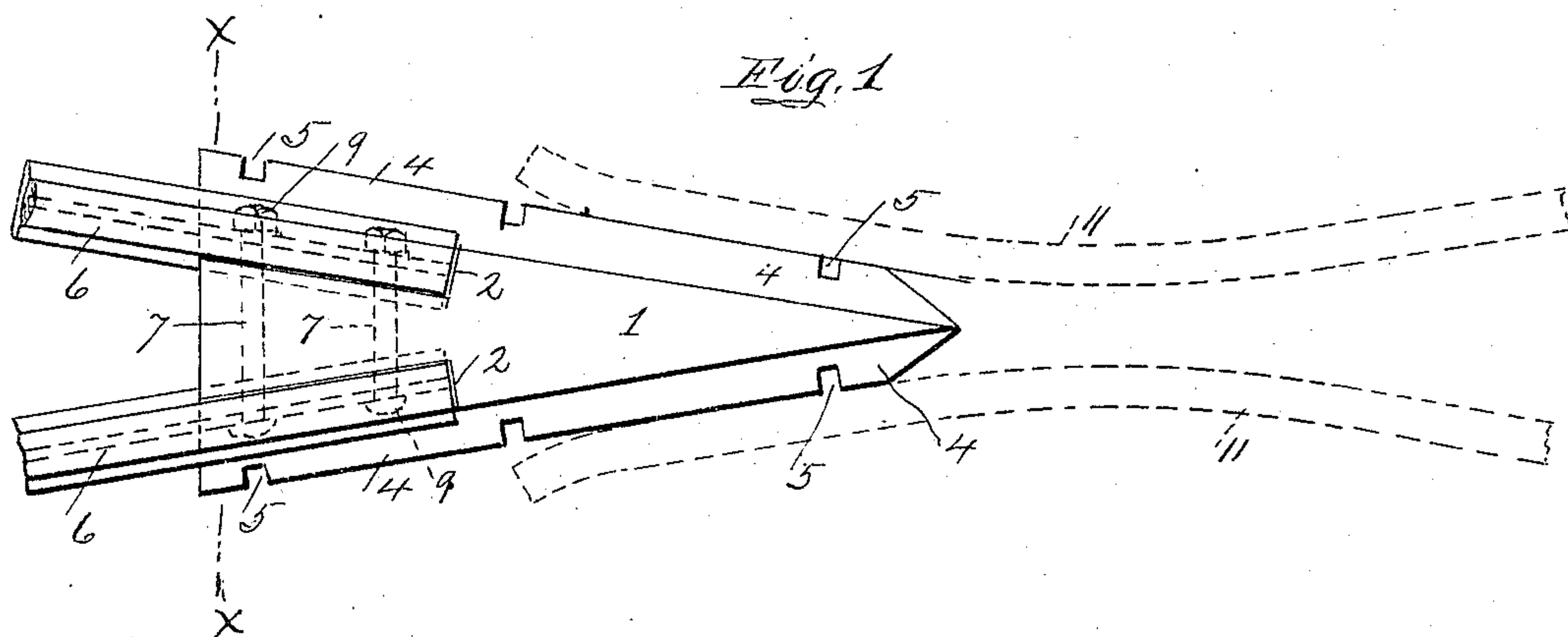


No. 788,456.

PATENTED APR. 25, 1905.

T. DONOHUE.
FROG POINT.

APPLICATION FILED MAY 21, 1904.



WITNESSES:
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UNITED STATES PATENT OFFICE.

THOMAS DONOHUE, OF CARNEGIE, PENNSYLVANIA.

FROG-POINT.

SPECIFICATION forming part of Letters Patent No. 788,456, dated April 25, 1905.

Application filed May 21, 1904. Serial No. 209,020.

To all whom it may concern:

Be it known that I, THOMAS DONOHUE, a citizen of the United States, residing at Carnegie, in the county of Allegheny and State of Pennsylvania, have invented a new and useful Improvement in Frog-Points, of which improvement the following is a specification.

This invention relates to an improved frog-point for railway-tracks, and is particularly adapted for use in coal-mines and such like narrow-gage tramways; and it consists in the certain details of construction and combination of parts, as will be fully described hereinafter.

In the accompanying drawings, Figure 1 is a plan view of my improved frog-point, showing the rails connected thereto, the same being constructed and arranged in accordance with my invention. Fig. 2 is a side elevation of the frog-point. Fig. 3 is an end sectional elevation of the same, the said section being taken on the line X X of Fig. 1.

To put my invention into practice, I form from cast metal a body portion 1, triangular in shape, the top surface of which is used as the tread for the wheels of the cars passing over the same, and the said body portion formed at the base and on two sides thereof with flanges extending outwardly, and the said flanges 4 formed with spike openings or slots 5, by means of which the frog-point is secured to the ties 10. Formed at the rear of this frog-point 1 are recesses 2, the contour of which in vertical section is the same as that of the rails 6, forming a portion of the track. Two or more bolt-openings 8 are formed transversely through this rear portion 3 of the point, which by means of the bolts 9 serves to attach the said rails 6 firmly in position, as

will be seen by reference to Figs. 1 and 3 of the drawings. The rails leading to the point 1 are shown in dotted lines 11 and are similar to those now in common use.

The advantage of a frog-point constructed as described is that it is cheap, durable, and may be easily detached and replaced from one turnout to another and that the rail ends require no fitting.

Slight modifications and changes may be made in the details of construction without departing from the spirit of the invention. Therefore I do not wish to confine myself to that shown and described.

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

The herein-described frog-point, consisting of the body portion 1, triangular in form, the peripheral flanges 4, formed integral with the base, the said flanges being formed with spike-openings 5, the recesses 2, formed at the rear arranged at the same angle as that of the sides of the point 1, and the vertical contour of which is similar to that of the sides of the rails 6, the bolt-openings 8 formed transversely through the rear of the point, and the bolts 9 as a means of connecting the rails to the same, all arranged and combined for service, substantially as and for the purpose described.

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

THOMAS DONOHUE.

In presence of—
FRED. O. HENZI,
H. J. LEVIS.