No. 855,879. PATENTED JUNE 4, 1907.

M. CHILA.

FROG.

APPLICATION FILED NOV. 15, 1906.

2 SHEETS—SHEET 1.

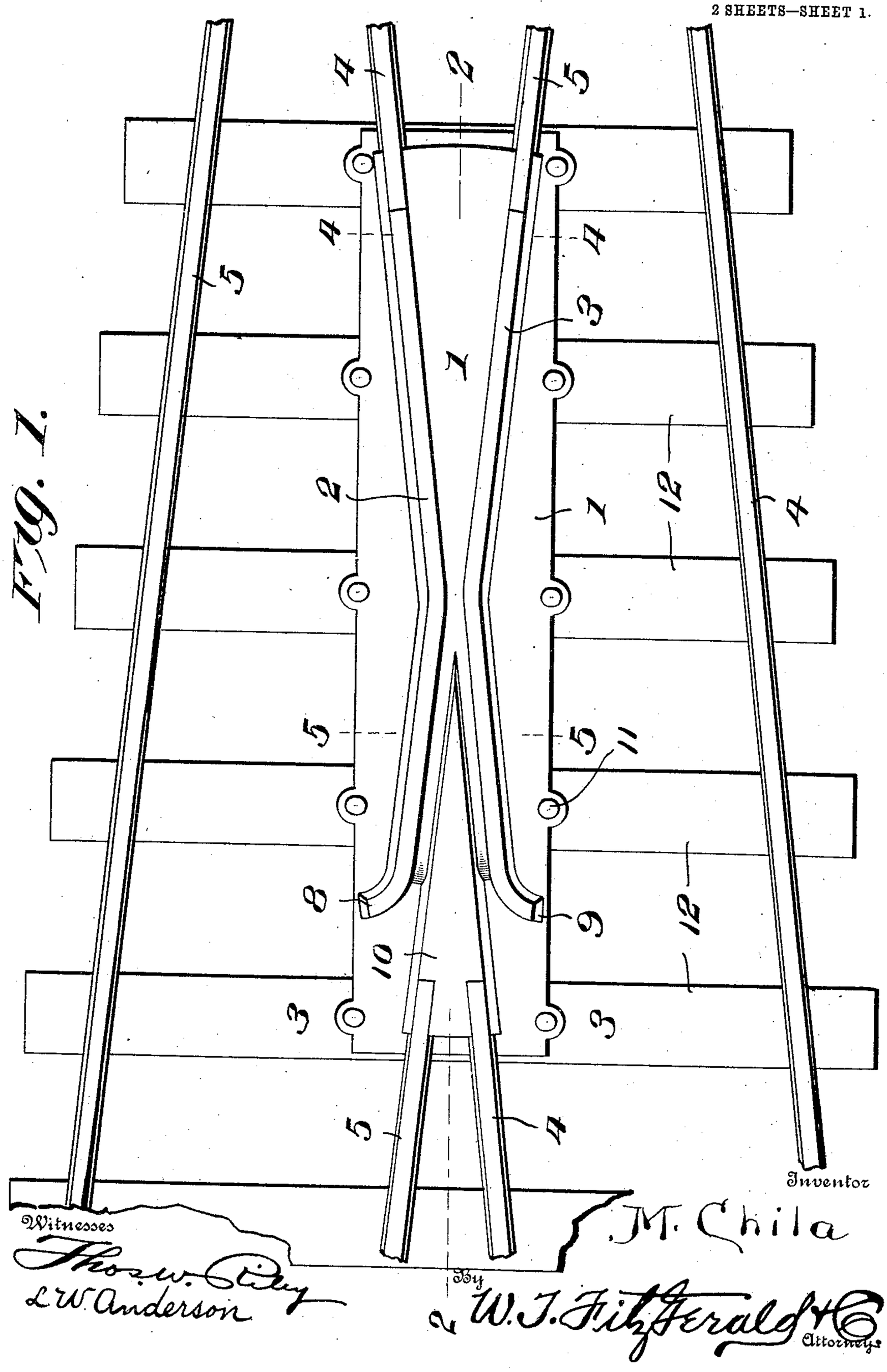

Fig. 1.

Witnesses
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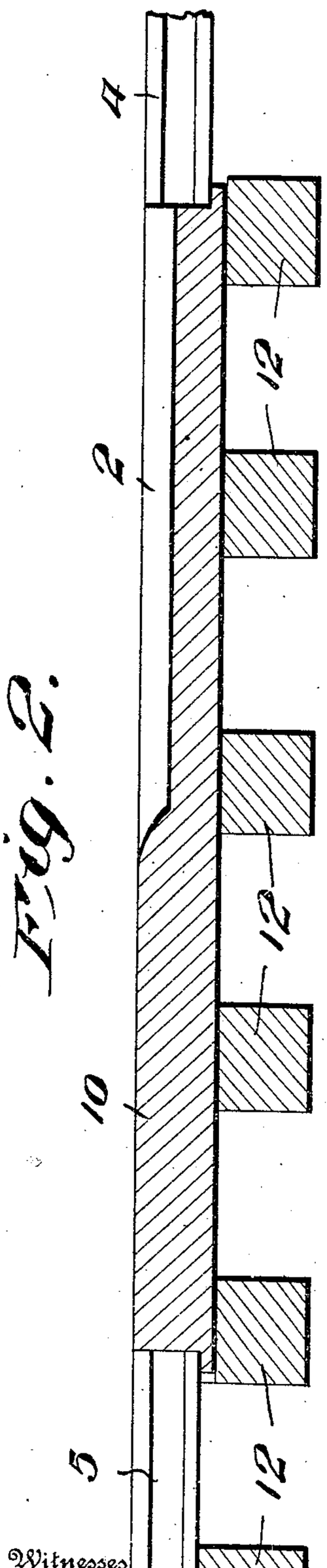

Fig. 2.

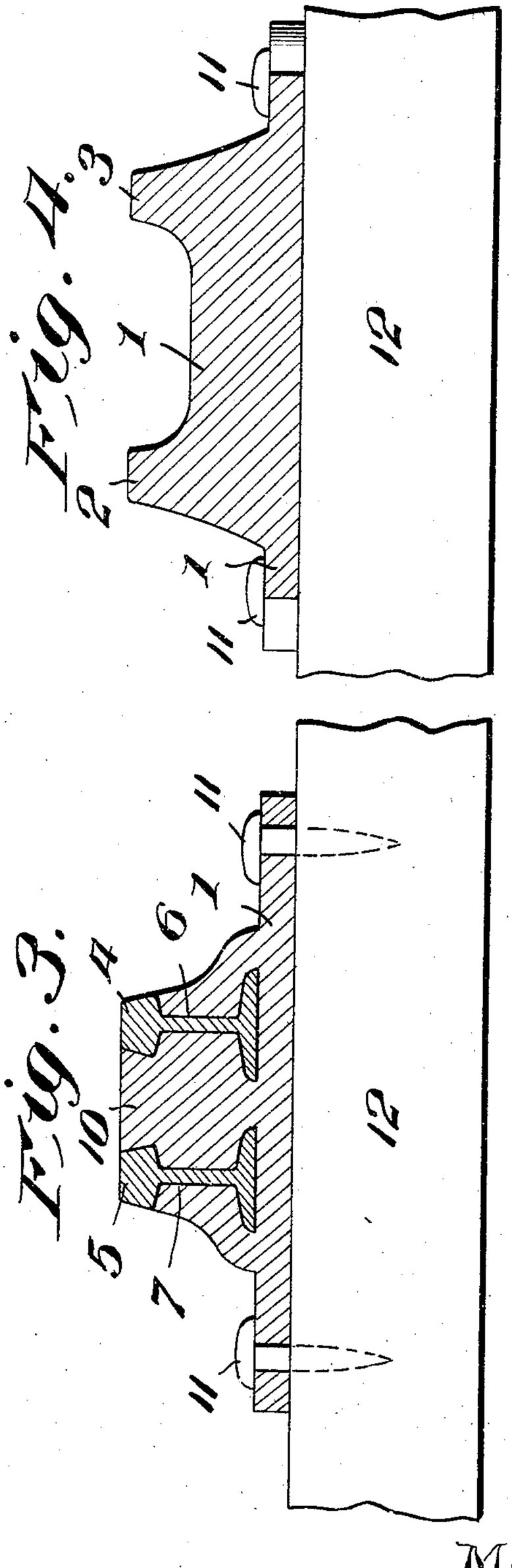

Fig. 4.

Fig. 3.

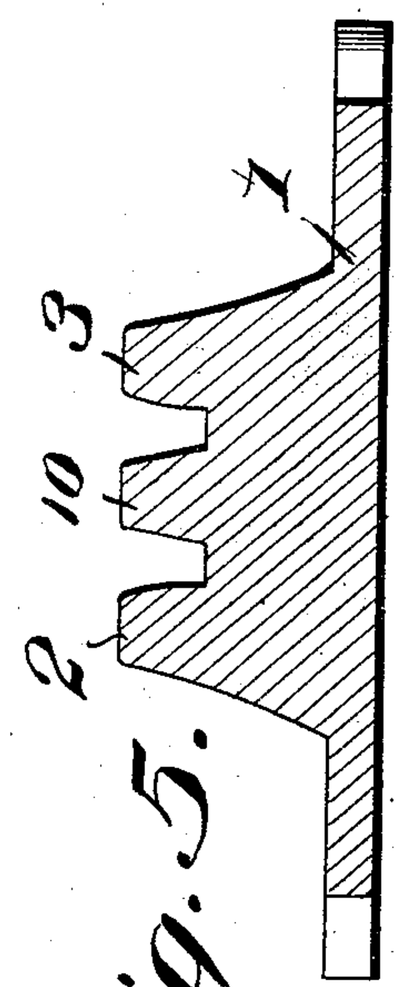

Fig. 5.

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UNITED STATES PATENT OFFICE.

MIKE CHILA, OF WHITING, INDIANA.

FROG.

No. 855,879. Specification of Letters Patent. Patented June 4, 1907.

Application filed November 15, 1906. Serial No. 343,580.

To all whom it may concern:

Be it known that I, MIKE CHILA, a citizen of the United States, residing at Whiting, in the county of Lake and State of Indiana, have invented certain new and useful Improvements in Frogs; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to new and useful improvements in switch frogs and more particularly to that class adapted to be used in connection with railway tracks, and my object is to so construct the frog that the same will receive the ends of the adjacent rails and form a substantially solid joint.

A further object is to construct the frog in one piece thereby making a firm connection between the switch rails and eliminating the possibility of derailing trains passing thereover.

Other objects and advantages will be hereinafter referred to and more particularly pointed out in the claims.

In the accompanying drawings which are made a part of this application, Figure 1 is a top plan view of a section of railway track and switch showing my improved frog in position thereon. Fig. 2 is a central longitudinal sectional view through the frog as seen from line 2—2, Fig. 1. Fig. 3 is a sectional view as seen from line 3—3, Fig. 1, and, Figs. 4 and 5 are similar views as seen from lines 4—4, and 5—5, respectively, of Fig. 1.

Referring to the drawings in which similar reference numerals designate corresponding parts throughout the several views, 1 indicates the base of my improved frog upon the upper face of which are formed ribs 2 and 3 which are adapted to form the continuation of one of the main track rails 4 and one of the switch rails 5, respectively, the ribs 2 and 3 being of sufficient height above the base 1 to coincide with the upper face of the rails 4 and 5, the base 1 being provided with slots 6 and 7 to receive the ends of the rails 4 and 5, respectively, so that when the ends of the rails are disposed within the slots, said rails will be firmly held into engagement with the frog and through the medium of the ribs 2 and 3 form substantially continuous rails.

As best shown in Fig. 1 of the drawing the ribs 2 and 3 converge from one end of the base 1 to a point adjacent its center where said ribs diverge and have their outer free ends curved to form guards 8 and 9, respectively. Disposed between the diverged ends of the ribs 2 and 3 is a substantially V-shaped section 10 which is of the same height as the ribs 2 and 3 and is adapted to receive the ends of the track and switch rails 4 and 5 at this end of the frog, the section 10 also being provided with slots 6 and 7 similar to the slots in the opposite end of the frog. The slots 6 and 7 at each end of the base are of the same contour as the rails so that when the ends of the rails are directed into the slots, said rails will be entirely surrounded by the base except the upper face and one side of the head of the rails so that it will be impossible for the rails to yield laterally at their juncture with the base. It will also be seen that by providing the guards 8 and 9 that the wheels in passing over the frog will be prevented from leaving the track. The base 1 is secured to the cross-ties in any preferred manner as by directing spikes 11 through openings in the base 1 and into engagement with the ties 12. It will now be seen that I have provided a very durable and economical form of frog and by constructing the same in one solid piece that there are no parts to become disarranged or easily broken and it will further be seen that the ribs 2 and 3 and the edges of the section 10 form the track way for the wheels in passing over the frog and form a substantially continuous track way between the rails at each end of the frog.

What I claim is:

1. The herein described switch frog comprising a body, ribs extending upwardly from said body, said ribs having their free ends curved to form guards, a V-shaped section extending between said guards, each end of said body having slots therein to receive the ends of the track rails and means to secure the base in position upon the track way.

2. A switch frog of the class described comprising the combination with track rails; of a base, ribs extending from the upper face of said base, said ribs converging from one end of the base to a point adjacent its center and having their free ends diverging and curved to form guards, a substantially V-shaped

section integral with the base and extending between said diverged sections of said ribs, said base having slots at each end thereof to receive and partially inclose said rails and means to secure the frog in position upon the track way.

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

MIKE CHILA.

Witnesses:
D. D. GRIFFITH,
A. J. LANE.