

G. E. NYQUIST.

WRECKING FROG.

APPLICATION FILED DEC. 21, 1907. RENEWED NOV. 18, 1908.

912,155.

Patented Feb. 9, 1909.

Fig. 1.

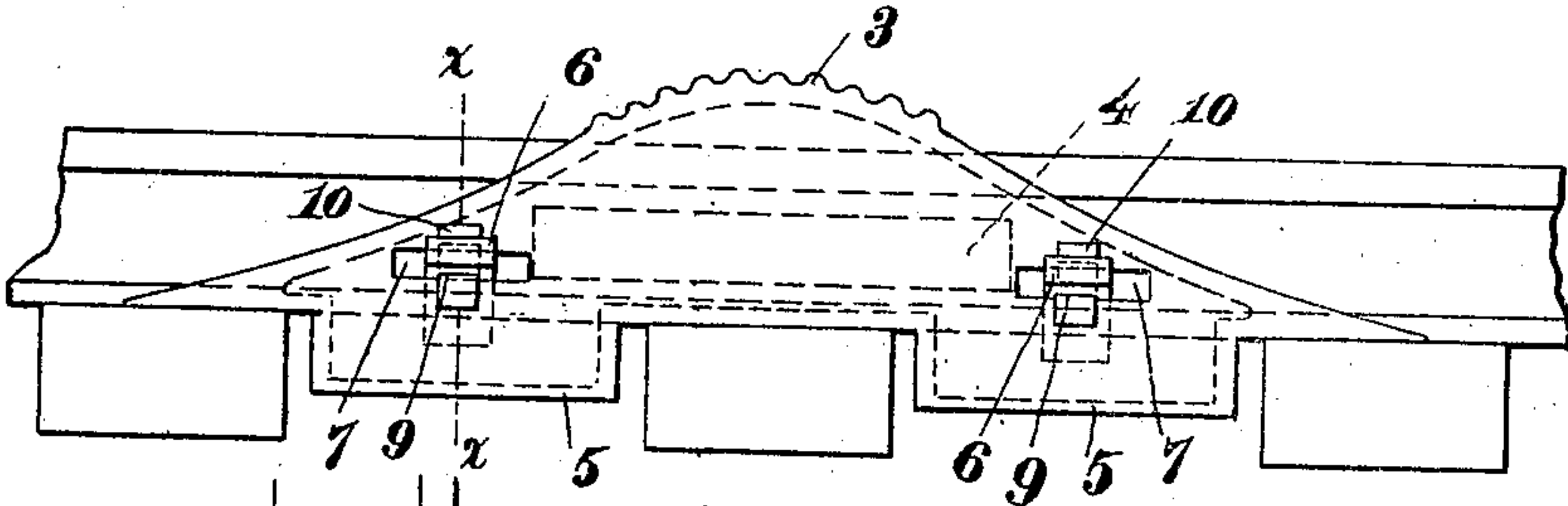


Fig. 2.

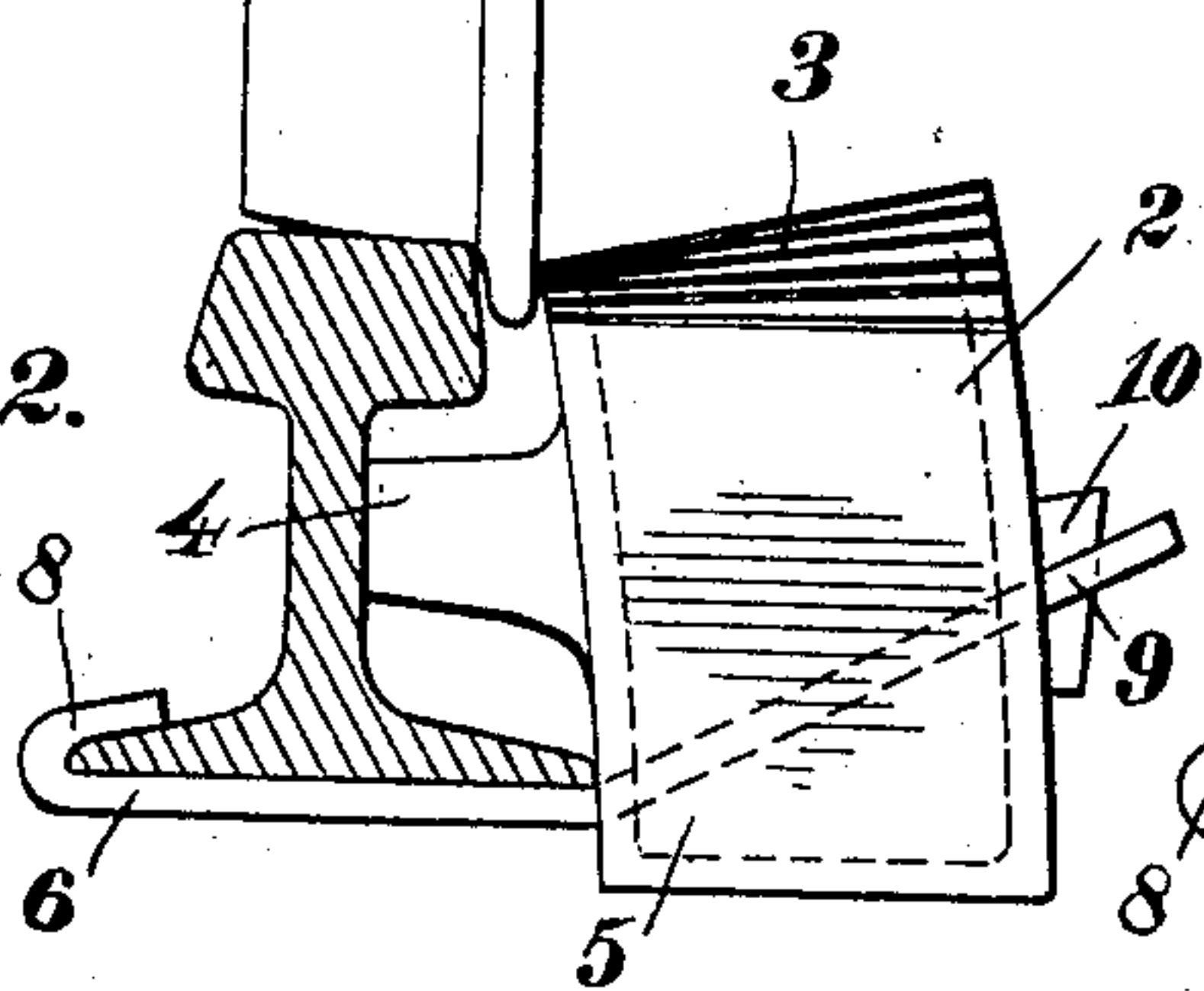


Fig. 3.

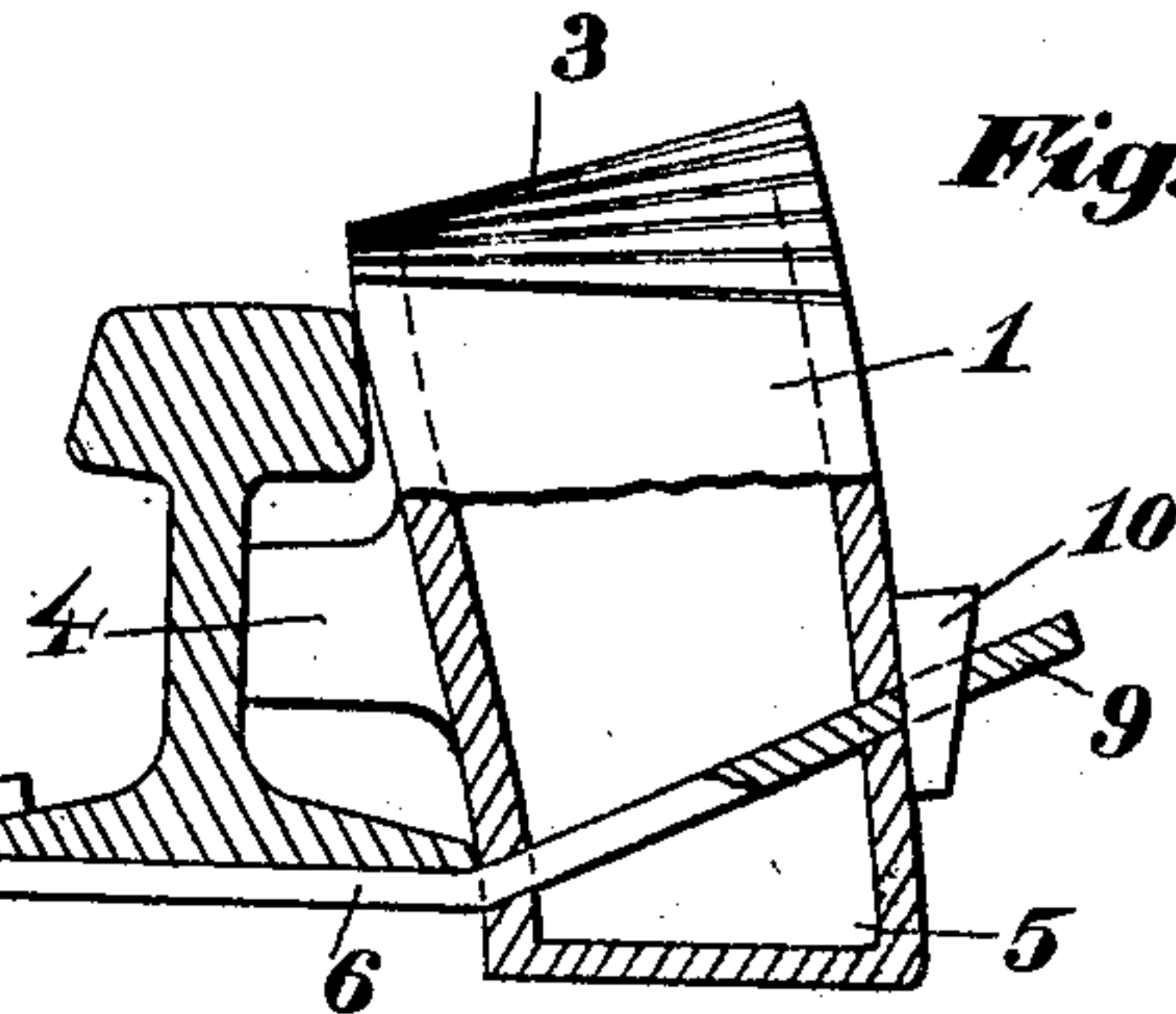
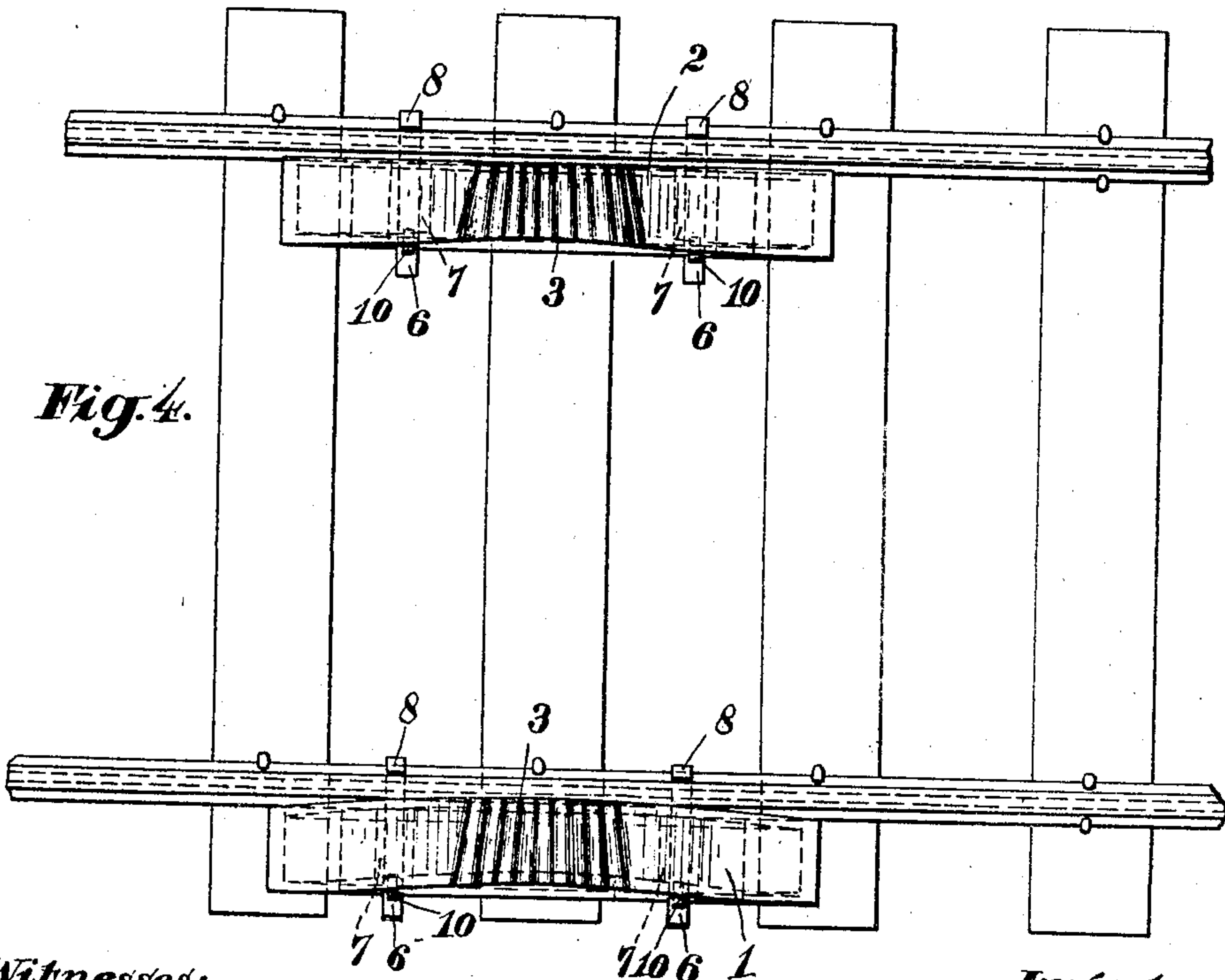


Fig. 4.



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UNITED STATES PATENT OFFICE.

GUSTAVE E. NYQUIST, OF OAKLAWN, ILLINOIS.

WRECKING-FROG.

No. 912,155.

Specification of Letters Patent.

Patented Feb. 9, 1909.

Application filed December 21, 1907, Serial No. 407,453. Renewed November 18, 1908. Serial No. 463,317.

To all whom it may concern:

Be it known that I, GUSTAVE E. NYQUIST, a citizen of the United States, residing at Oaklawn, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Wrecking-Frogs, of which the following is a specification.

My invention relates to wrecking frogs, that is to devices used for replacing railroad rolling stock upon the track after having been derailed. I am aware that frogs of this character have been devised and are used for this purpose. These frogs as heretofore devised have been of sufficient length to rest upon the two adjacent ties, and when in use are spiked thereto. Frequently the frogs are displaced by the wheels and must be readjusted and respiked to the ties, consuming much time. Also, the frogs frequently permit the wheels to pass completely over them without replacing the derailed car on the track.

The object of my invention is to provide a wrecking frog which will insure placing the wheels on the track and equip the same with means for positively locking the frogs to the rails thereby absolutely preventing displacement of the frogs.

Other objects will appear hereinafter.

My invention will be more readily understood by reference to the accompanying drawings forming a part of this specification and in which,

Figure 1 is a side elevation of a frog embodying my invention in its preferred form, Fig. 2 is an end elevation of the inside frog, Fig. 3 is a cross section of the outside frog taken on the line $x-x$ of Fig. 1, and, Fig. 4 is a plan view of a section of track with the frogs in position.

Referring to the drawings, 1 indicates the high or outside frog and 2 the low or inside frog. Each frog comprises a single member preferably of sufficient length to rest upon three adjacent ties and gradually sloping upwardly from each end to the center which is of the proper height for the rail with which it is to be used. The upper faces of the frogs are inclined toward the rail to prevent the wheels from slipping away from the rails, and the apex is transversely grooved as at 3 to throw the wheels inwardly upon the rails.

Each frog is provided with a lug or rib, 4, which rests against the web of the rail and holds the frog in proper position in relation to the rail, that is, the lug on the outer frog permits the frog to rest against the head of

the rail whereas the lug on the inner frog holds the same at a sufficient distance from the rail to permit the flange of the wheel to rest between the apex or crown of the frog and the head of the rail.

Intermediate of the center and ends of the frogs are depending portions 5—5 which extend downwardly between the ties. These strengthen the frogs at the comparatively thin parts and are provided with transverse slots to receive the members by which the frogs are locked to the rails. The locking members comprise the preferably flat bars, 6 which extend through the transverse slots, 7, and under the flange of the rail, terminating in the hook portion, 8 which engages the flange as shown in the drawings. The bars, 6 are provided with the slots, 9 to receive the wedges, 10. It is obvious that when the wedges, 10 are driven in place, the frogs will be securely locked to the rails. The slots, 7 are arranged at each end of the lug or rib, 4, thereby preventing twisting of the frogs with relation to the rails; and to more securely bind the frog to the rail the slots are inclined upwardly and outwardly as shown bringing the wedge, 10 higher upon the outer face of the frog.

I prefer to form the frogs of rolled steel and in such case make them hollow as illustrated. When made in this manner they are comparatively light in weight but of great strength.

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

1. A wrecking frog comprising a double wedge shaped member having depending portions adapted to rest between the ties and having upwardly inclined slots extending from the inner face of said depending portions and hooked bars extending through said slots and adapted to lock said frog to the rail, substantially as described.

2. A wrecking frog comprising a double wedge-shaped member having a smooth upper face inclined toward the rail and being transversely grooved at the apex, a depending portion on said frog adapted to extend between the ties, and having a transverse slot therein and a hooked bar extending through said slot and adapted to lock the frog to the rail substantially as described.

3. A wrecking frog comprising a double wedge-shaped member having its upper face inclined toward the rail and provided with

a depending portion near each end adapted
to extend downwardly between the ties, said
depending portions each being provided
with a transverse slot, a hooked bar extend-
5 ing through each of said slots and adapted
to lock the frog to the rail, substantially as
described.

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

GUSTAVE E. NYQUIST.

Witnesses:

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