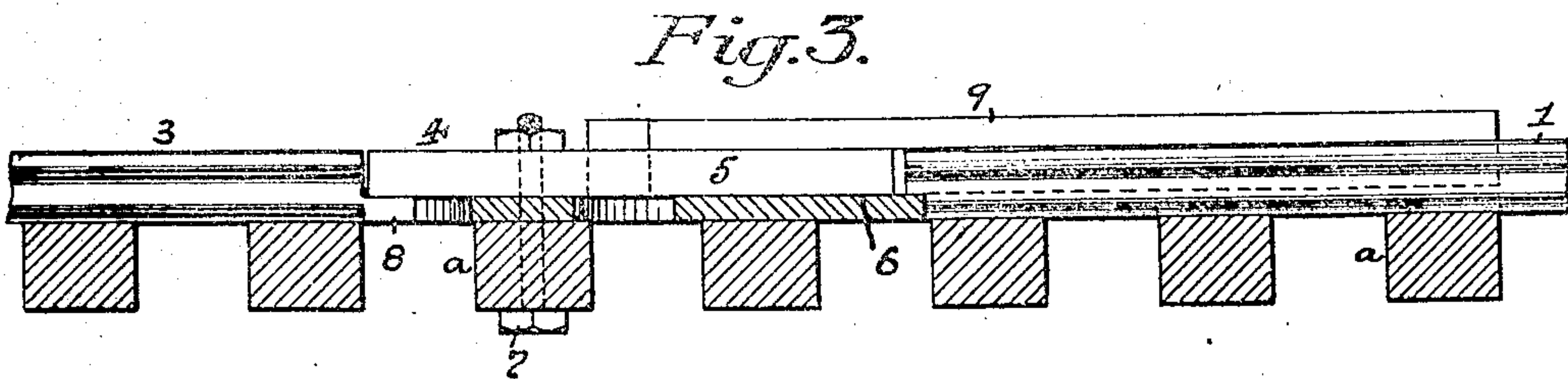
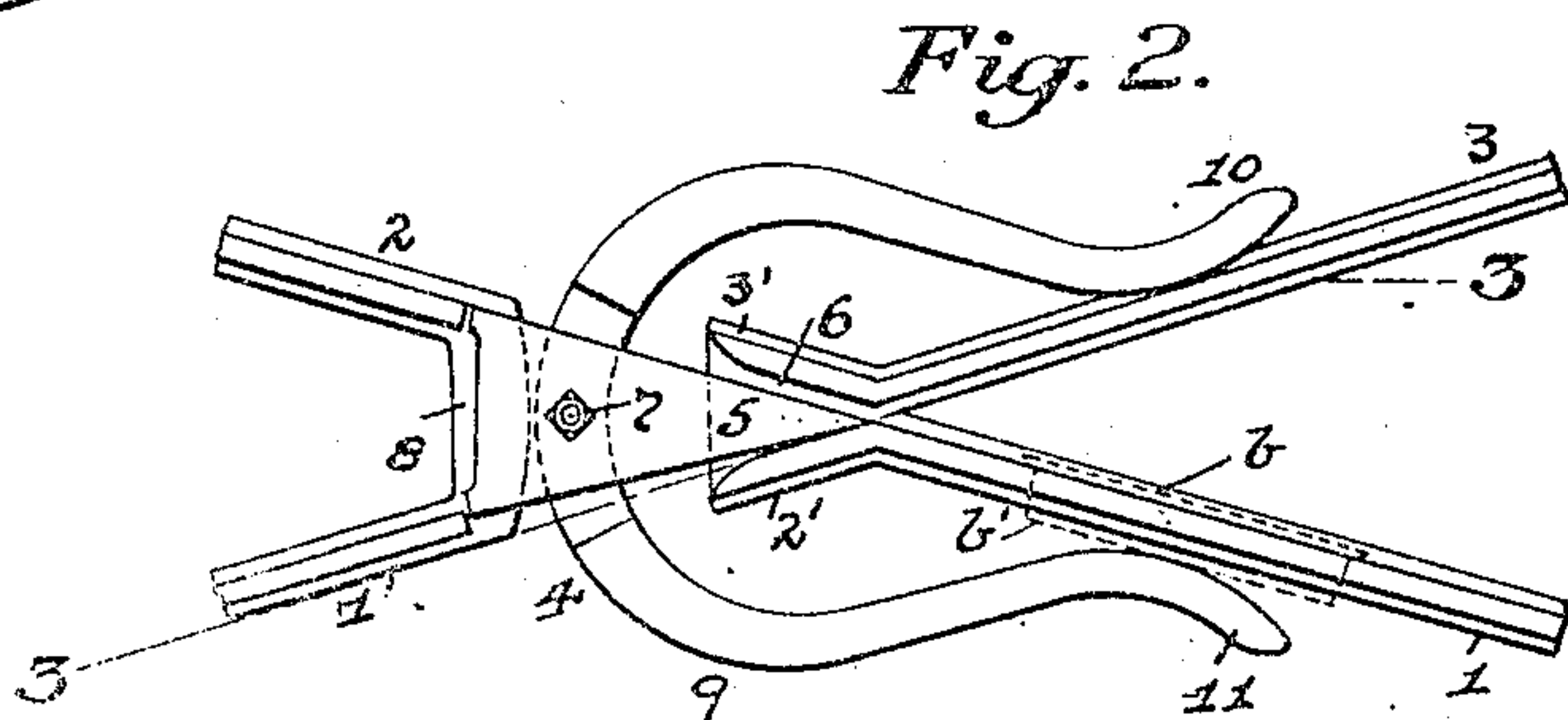
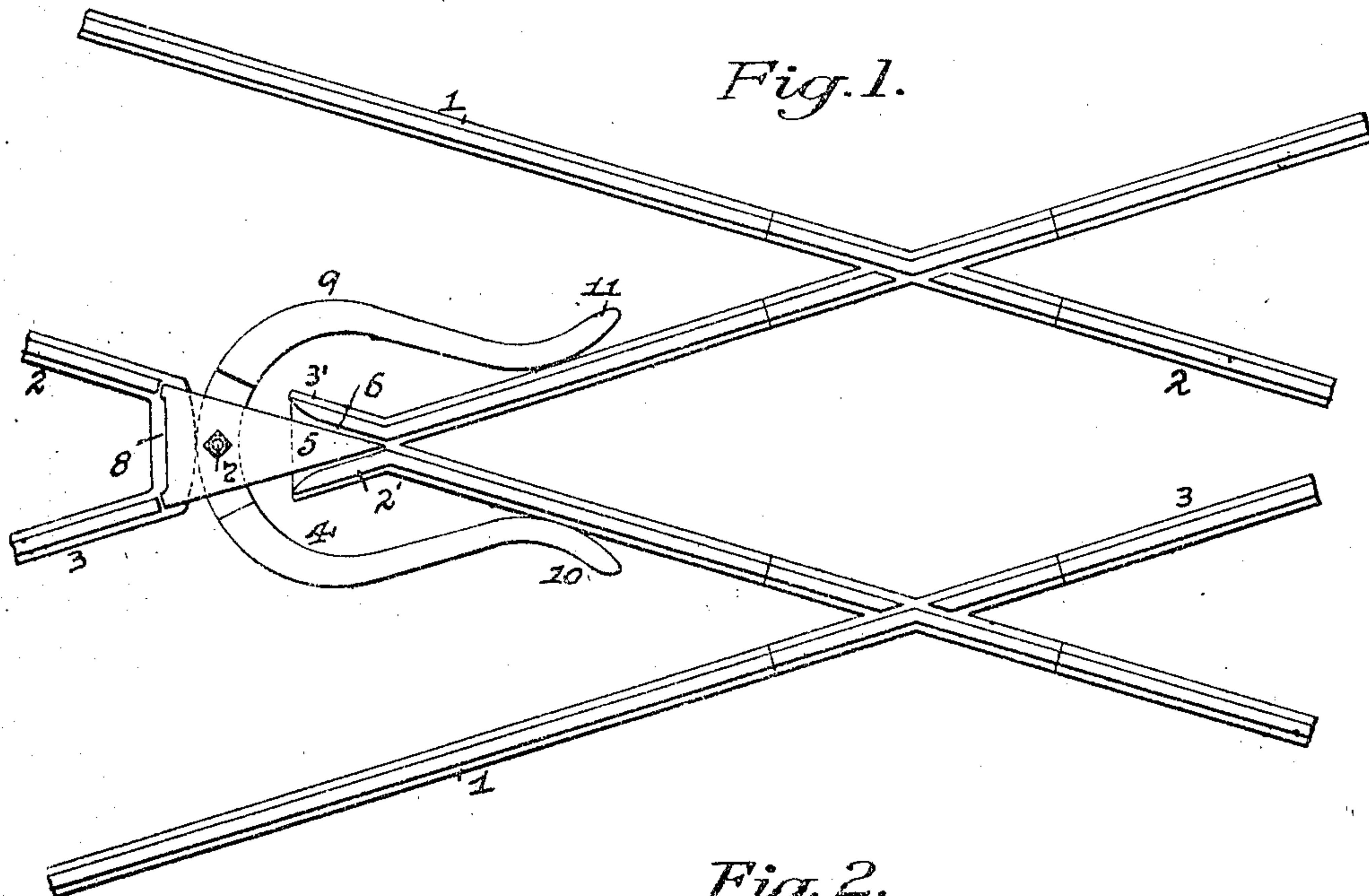


D. SALOMONE.
FROG.
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925,728.

Patented June 23, 1909.



WITNESSES

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UNITED STATES PATENT OFFICE

DOMENICO SALOMONE, OF BLYTHEDALE, PENNSYLVANIA.

FROG.

No. 925,728.

Specification of Letters Patent.

Patented June 23, 1909.

Application filed March 31, 1909. Serial No. 386,854.

To all whom it may concern:

Be it known that I, DOMENICO SALOMONE, a resident of Blythedale, in the county of Allegheny and State of Pennsylvania, have invented a new and useful improvement in Frogs; and I do hereby declare the following to be a full, clear, and exact description thereof.

My invention relates to frogs, and has special reference to the class of frogs used in tracks.

The object of my invention is to provide a cheap, simple and efficient form of a frog which can be applied to the usual form of tracks, and will permit the wheels of a car in passing over the same to engage therewith and so set or place the point of the same as to insure the car in moving along the track desired and prevent the possible derailment of the same.

My invention consists, generally stated, in the novel arrangement, construction and combination of parts, as hereinafter more specifically set forth and described and particularly pointed out in the claims.

To enable others skilled in the art to which my invention appertains to construct and use my improved frog, I will describe the same more fully, referring to the accompanying drawing, in which—

Figure 1 is a plan view of a portion of a track showing my improved frog applied thereto. Fig. 2 is a like view of the same showing the frog in another position. Fig. 3 is an enlarged section on the line 3-3 Fig. 1 looking toward the frog.

Like symbols of reference herein indicate like parts in each of the figures of the drawing.

As illustrated in the drawing, 1 represents the rails in the form of an ordinary crossing, and in which such rails for the tracks are arranged in the usual or any approved way to form the tracks 2 and 3 for such crossing. The frog 4 is placed at the usual point in the tracks 2 and 3 and its point 5 is of the usual form and construction and positioned to operate in the usual seat 6 between the wing-rails 2' and 3' of said tracks, through being pivoted between such tracks by a bolt 7 passing through the same and one of the ties 8 supporting said tracks. The rear end of the point 5 is adapted to swing on a plate 9 between the rails of the tracks 2 and 3 and projecting out from each side of said point and adjacent to the pivot bolt 7 are the arms 9,

which are preferably formed on an edge curve and extend around and beyond the pointed end of said point. These curved arms 9 each extend alongside of the rails of the tracks 2 and 3 connecting the wings 2' and 3' respectively, and they project above said rails a sufficient height so as to be engaged by the side of the tread *b'* of one of the wheels *b* of a car passing along said tracks. The ends 10 of the arms 9 are also curved outwardly as at 11, and are adapted to be engaged by the tread *b'* of the car wheel *b* in operating the frog 4.

The use and operation of my improved frog is as follows—When a car is passing along the track 2, the front wheel of said car, such as the wheel *b* shown in Fig. 2 on the rail 1 of said track connecting the wing-rail 2', will engage with the curved end 11 on the arm 9 of the frog 4 adjacent to said rail and throw said arm outward, which will set to turn said frog on its pivot bolt 7 and throw the point 5 of such frog against said wing-rails as shown in said figure. This movement and position of the frog 4 will form practically a continuous rail 1 on the track 2 at the frog connection and enable the car to pass over the same and along said track in either direction, while the end 10 of the other arm 9 on said frog will be thrown against the rail 1 of the other track 2 and connecting with the wing-rail 3', as shown in Fig. 2. When a car is passing along the track 3 in the opposite direction from that just described the front wheel of the said car on the rail 1 adjacent to the frog 4 will engage with the point 5 of said frog by its flange, and throw said point against the wing-rail 3', to thereby form a continuous rail 1 on said track, and enable the car to pass over said frog in either direction, while the outer end 10 of the arm 9 on the said frog adjacent to the rail on said track will be thrown outward and the end 10 of the other arm 9 on said frog will be thrown inward against the rail 1 on the track 2. If a car is passing along the rail 1 of the track 3 which is connected to the wing-rail 3' when the end 10 of the arm on the frog 4 is in the position shown in Fig. 2, the front wheel on said car will engage with the curved portion 11 on said end and throw the same outward, so that the point 5 on said frog will come against said wing-rail to form a continuous rail and enable a car to pass in either direction along said track. When the frog 4 is in this position and a car is passing along said

track 2 in the opposite direction from that first described the front wheel on said car will engage with the point 5 on said frog by its flange and throw said point against the wing-rail 2 to thereby form a continuous rail 1 on said track and enable the car to pass over said frog in either direction, while the outer end 10 of the arm 9 on said frog adjacent to the rail of said track connecting the wing-rail 3' will be thrown inward against said rail and the end 10 of the other arm 9 on said frog will be thrown outward, as shown in Fig. 2.

It will thus be seen that my improved frog can be applied to the usual form of crossings and other tracks without necessitating any change in the tracks, and its use will insure a continuous rail for the tracks at all times for the cars going in either direction on said tracks, so that such cars will always be insured to being kept on the tracks, and will not be liable to become derailed at the frog connection, as frequently happens with the ordinary form of these frogs. The frog can be easily and cheaply manufactured, will not require any unusual skill in setting or placing the same in position, and will always be in position for being operated by the cars. It will dispense with the use of guard rails at the frog connection and will not interfere with the tracks or other parts generally used thereon.

Various modifications and changes in the design and construction of my improved frog may be resorted to without departing from the spirit of the invention or sacrificing any of its advantages.

What I claim as my invention and desire to secure by Letters Patent, is:—

1. The combination with the track rails having the wing-rails thereon, of a frog having a movable point, and means on said frog and extending around and beyond said point

for being engaged by the cars passing on the track rails to move said point in engagement with said wing-rails.

2. The combination with the track-rails having the wing-rails thereon, of a frog having a movable point, and arms on said point and extending around and beyond the same for being engaged by the cars passing on the track-rails to move said point in engagement with said wing-rails.

3. The combination with the track-rails having the wing-rails thereon, of a frog having a movable point, and arms on said point and extending around the same and wing-rails to the track-rails for being engaged by the cars passing over said track-rails to move said point in engagement with said wing-rails.

4. The combination with the track-rails having the wing-rails thereon, of a frog having a movable point, and arms on said point and extending around the same and wing-rails to the track-rails, said arms being adapted to extend above said track-rails for being engaged by the wheels of cars passing over said track-rails to move said point in engagement with wing-rails.

5. The combination with the track-rails having the wing-rails thereon, of a frog having a movable point, and arms on said point and extending around the same and wing-rails to the track-rails, said arms being adapted to extend above said track-rails and provided with curved ends for being engaged by the wheels of the cars passing over said track-rails to move said point in engagement with the wing-rails.

In testimony whereof, I, the said DOMENICO SALOMONE, have hereunto set my hand.

DOMENICO SALOMONE.

Witnesses:

J. N. COOKE,
GIOSEPPE MARINELLI.