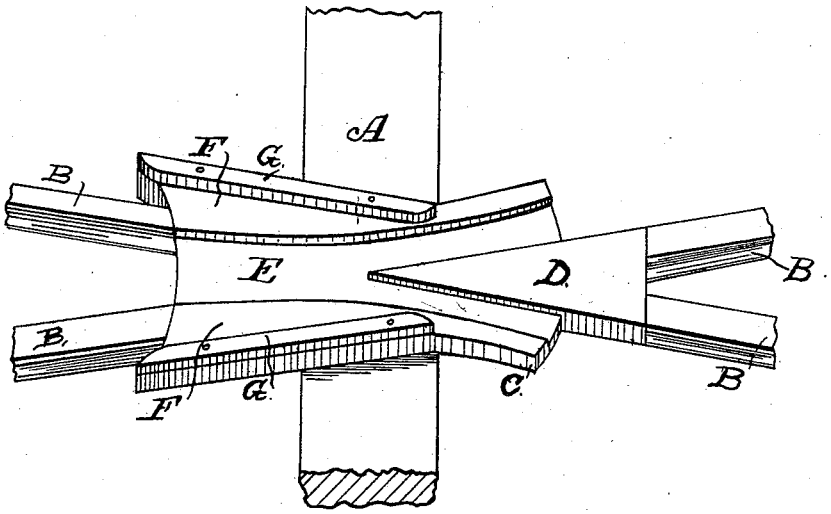
(No Model.)

H. MILLER.

RAILROAD FROG.

No. 346,671. Patented Aug. 3, 1886.



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UNITED STATES PATENT OFFICE.

HARRY MILLER, OF MORRISTOWN, INDIANA.

RAILROAD-FROG.

SPECIFICATION forming part of Letters Patent No. 346,671, dated August 3, 1886.

Application filed April 22, 1886. Serial No. 199,755. (No model.)

To all whom it may concern:

Be it known that I, HARRY MILLER, a citizen of the United States, residing at Morristown, in the county of Shelby and State of Indiana, have invented certain new and useful Improvements in Railroad-Frogs; and I do 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, reference being had to the accompanying drawing, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to improvements in railroad-frogs; and it consists in certain novel features, hereinafter described and claimed.

In the drawing I have shown a perspective view of a frog provided with my improvements.

A is the railroad-tie, B the rails, and C the frog. The frog is provided with an extension, D, at one end, to which the rails B are fitted. The rails at the other end of the frog are so arranged as to guide the wheels of the passing car into a groove or channel, E, in the crown of the frog. The higher portion, F, of the frog is on a level with the top of the rails, and the groove E is of a depth corresponding to the size of the flange on the car-wheel.

Upon reference to the drawing it will be seen that my frog is intended for use only at the junction of two crossing tracks, and, as shown in the drawing, is arranged for use on two tracks, upon which the cars are traveling from left to right. For tracks upon which the line of travel is from right to left the frog will be reversed end for end. It will thus be seen that the car-wheel always enters upon the frog at the end opposite the extension D, which end I will call the "entrance" end of the frog. At the said entrance end I provide two ridges or ribs, G, upon the frog, arranged slightly outside the rails and parallel to them. These ribs G extend from the end of the frog to the edge of the groove E, which extends across the frog at an angle, as shown. The purpose and advantage of these ridges will be readily comprehended. As the wheels enter upon the frog they have a tendency to turn from their course and follow the other track. This tendency the ribs G check and overcome, for the wheels in turning from their course will strike against the said ribs, and by them will be kept in their course, as will be readily understood. It will thus be seen that I have provided a cheap, simple, and effective device by which the derailment of cars is prevented, and by which the cars are kept to their course.

The advantages of this frog over any other are, first, it does away with the guard-rail, thereby removing a dangerous foot-trap; second, it can be completed in the machine shop, whereas others are not complete until the guard-rails are spiked down to the ties.

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

1. A railroad frog having ribs or ridges at the entrance end on each side and above the crown of the frog, said ribs or ridges being located outside the intersecting rails and each parallel with its respective rail, substantially as shown, and for the purpose described.

2. The herein described and shown frog for railroad-crossings, consisting of the frog proper, C, having the extension D and groove E, and ribs or ridges G, substantially as specified.

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

HARRY MILLER.

Witnesses:
JAS. C. HART,
DAVID CLAY.