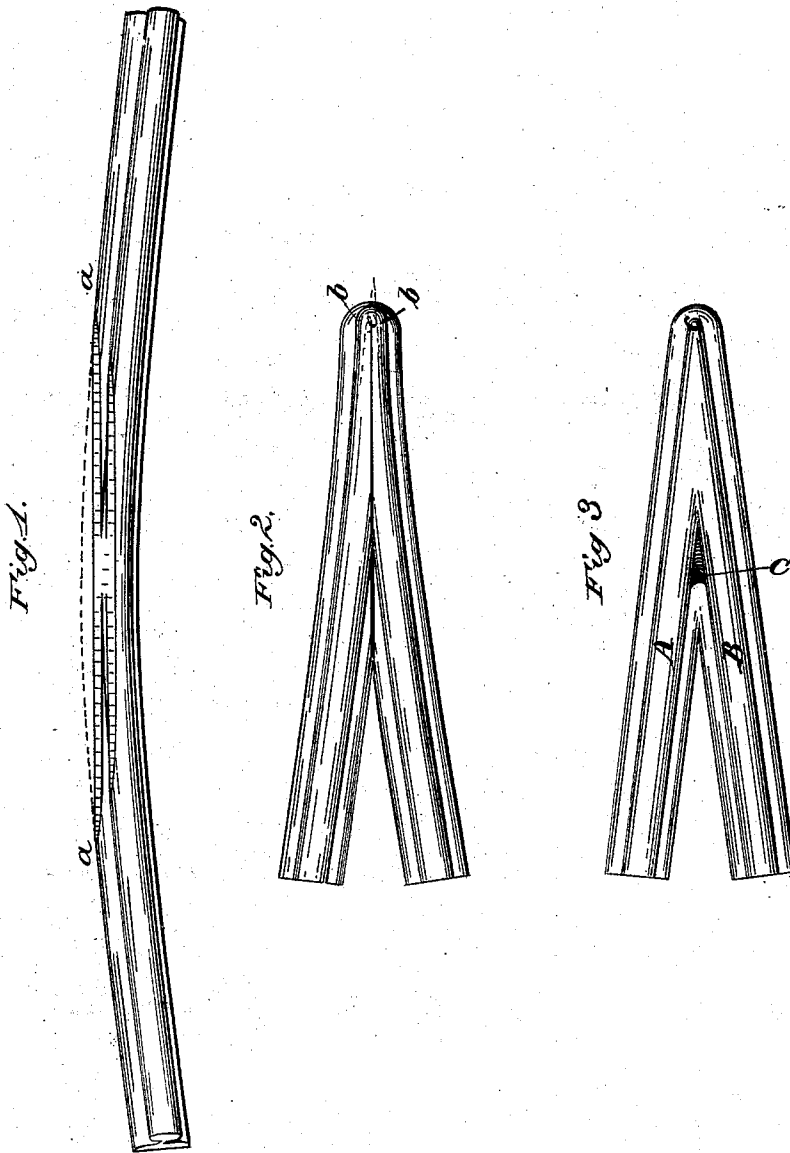


L. H. NORTH.
Railroad Frog.

No. 205,126.

Patented June 18, 1878.



Witness:
August Petersohn
Geo P. Brooks.

Inventor:
Leonard H. North,
by *Louis Baggett & Co.* attys.

UNITED STATES PATENT OFFICE.

LEONARD H. NORTH, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN RAILROAD-FROGS.

Specification forming part of Letters Patent No. **205,126**, dated June 18, 1878; application filed March 4, 1878.

To all whom it may concern:

Be it known that I, LEONARD H. NORTH, of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Railroad-Frogs; and I do hereby declare that the following is a full, clear, and exact description of my invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a section of a railroad-rail partially cut away at the point where the point proper is formed in bending the said section or bar. Fig. 2 is a plan view of the section or bar bent in position to form the point proper; and Fig. 3 is a similar view, showing the point in a completed or finished state with a backing or filling.

Corresponding parts in the several figures are denoted by like letters.

My invention relates to railroad-frogs; and consists in the construction of the frog-point in such a manner as to avoid "splicing" at the point, which is objectionable on account of the liability to split or break, especially if the frog is placed at a point where it is subjected to frequent and severe use.

By my improvement the point is made solid and with a double thickness of web, substantially as hereinafter more fully described, and pointed out in the claim.

My improved frog-point is made in the following manner: First, I take a section of rail

of twice the length which the point is to have, and bend this, as represented in Fig. 1. Next the convex or rounding side is cut or planed off after the line *a a*, after which the middle part is made hot, and the rail is doubled and welded together on the straight or cut-off side, as shown in Fig. 2. The next step in the manufacture consists in planing off the bulging parts *b b*, formed by doubling the rail, which are cut off, as shown by the dotted lines, to form the point *c*.

After finishing the frog-point in the manner described, it is set up on its point end, and the recess between the webs of the diverging ends *A B* of the rail is filled with molten iron, which, when hard, will form a perfect-fitting wedge, *C*, back of the point, strengthening the latter, so as to render it capable of withstanding the greatest amount of wear without danger of splitting.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

A railroad-frog point composed of the bent bar *A B*, welded together and having a solid backing or filling, substantially as shown and described, and for the purpose set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

LEONARD H. NORTH.

Witnesses:

LOUIS VIERLING,
CARL D. BRADLEY.