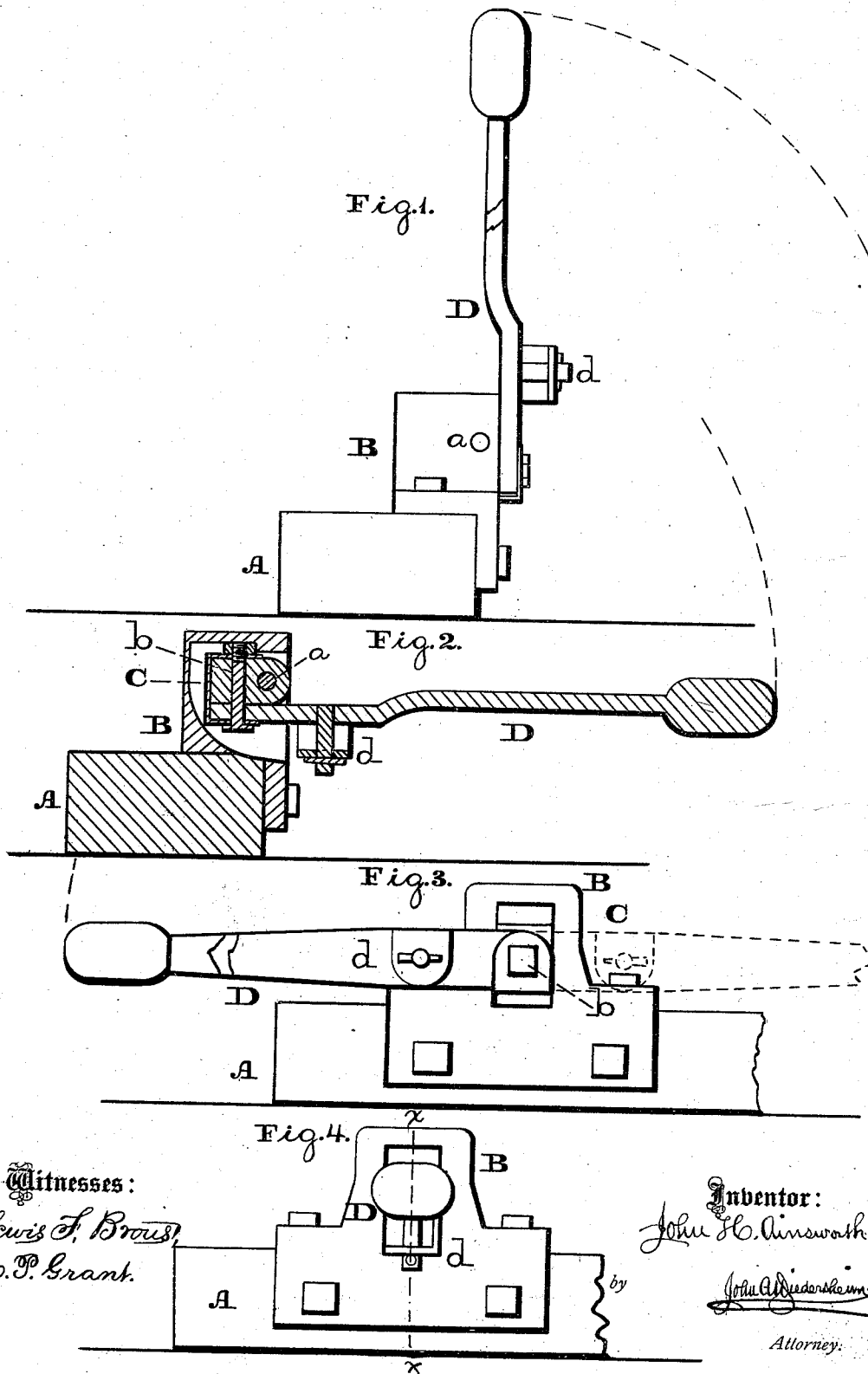


J. H. AINSWORTH.
RAILROAD SWITCH STAND.

No. 177,913.

Patented May 30, 1876.



Witnesses:
Lewis F. Brown,
A. P. Grant.

Inventor:
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by
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UNITED STATES PATENT OFFICE.

JOHN H. AINSWORTH, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN RAILROAD-SWITCH STANDS.

Specification forming part of Letters Patent No. **177,913**, dated May 30, 1876; application filed May 6, 1876.

To all whom it may concern:

Be it known that I, JOHN H. AINSWORTH, of the city and county of Philadelphia, and State of Pennsylvania, have invented a new and useful Improvement in Switch-Stands; and I do hereby declare the following to be a clear and exact description of the nature thereof, sufficient to enable others skilled in the art to which my invention appertains to fully understand, make, and use the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a front view of the stand embodying my invention. Fig. 2 is a central vertical section thereof in line *x x*, Fig. 4. Figs. 3 and 4 are side views thereof, the switch-lever being in different positions.

Similar letters of reference indicate corresponding parts in the several figures.

My invention consists of a switch-lever, which is adapted for a three-motion switch. The lever is pivoted to a tipping block, so that it may be moved completely to the right and left and intermediate thereof, and when in the latter position the tipping block permits the lever to be swung to a horizontal position, and locked by the box to which the block is journaled.

Referring to the drawings, A represents a base, on which is supported a box, B, one of whose sides is open. Within the box is fitted a block, C, which is journaled to said box, the axis *a* extending transversely, so that the block may have a tipping motion or swing in the direction of the length of the railroad-tracks. D represents the switch-lever, which is pivoted at its lower end to the tipping block C at the open side of the box B, the axis *b* of said lever extending at right angles to the axis *a* of the block, whereby the lever may swing in the direction at right angles to the direction of the railroad-tracks. To the lever, at *d*, will be attached the connecting-rod of the switch-piece,

and a ball-and-socket, universal, or other joint will be provided at the proper point of the connecting-rod or lever, for preventing binding of said rod during the movements of the switch-lever.

It will be seen that, owing to the axis *b*, the lever D may be swung fully to the right or left, as in Fig. 3, whereby the switch-piece will be correspondingly moved to the right or left; or it may be brought to an intermediate or upright position, as in Fig. 1, for an intermediate position of the switch-piece. In the former case the switch-lever extends transversely to the walls of the open side of the box B, and consequently prevents tipping of the block C, the lever being locked or secured in any well-known manner. In the latter case the block, not being controlled, will move on its axis *a*, and the lever swings laterally down to a horizontal position, as in Figs. 2 and 4, whereby it will be reliably locked in the box B, and the switch-piece securely held. In order to again move the switch-piece, the lever D requires to be raised to an upright position, its lower end emerging from the box B, whereby the lever may be swung to the right or left on the axis *b*.

The box will be preferably steel-faced or chilled, but other metals may be employed.

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

1. A tipping block having the switch-lever pivoted thereto, and operating to impart lateral movement to the lever on the axis of the block, substantially as and for the purpose set forth.

2. The open-sided box B, with the tipping block C journaled thereto, in combination with the switch-lever, pivoted to the tipping block, substantially as and for the purpose set forth.

JOHN H. AINSWORTH.

Witnesses:

JOHN A. WEIDERSHEIM,
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