(No Model.)

J. RICHARDS.

LOCK CATCH FOR RAILROAD SWITCH LEVERS.

No. 264,417. Patented Sept. 12, 1882.

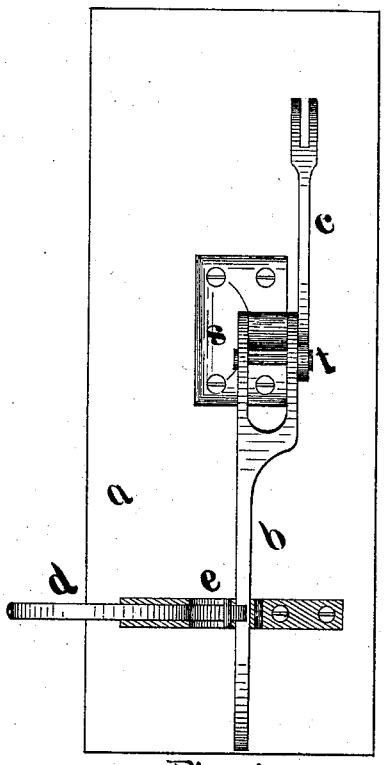

Fig. 1

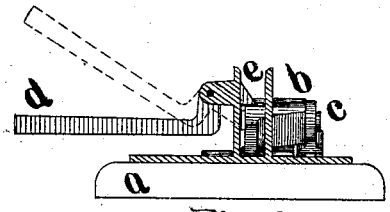

Fig. 2

WITNESSES:
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UNITED STATES PATENT OFFICE.

JACKSON RICHARDS, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO HIMSELF AND THOMAS SHAW, OF SAME PLACE.

LOCK-CATCH FOR RAILROAD-SWITCH LEVERS.

SPECIFICATION forming part of Letters Patent No. 264,417, dated September 12, 1882.

Application filed May 24, 1882. (No model.)

To all whom it may concern:

Be it known that I, JACKSON RICHARDS, of the city and county of Philadelphia, Pennsylvania, have invented a new and Improved Lock-Catch for Switch-Levers of Railroads; and I hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

My invention consists in the provision of a lock-lever catch, in combination with the switch-lever, arranged in the manner and for the purpose hereinafter described.

The object of the invention is to insure the locking of the switch-lever automatically in order to prevent the switch being shifted by the jolting of the car-wheels over the same.

In order to enable others to use and practice my invention, I will proceed to describe its construction and operation.

On reference to the accompanying drawings, which form part of the specification, Figure 1 represents a top view of the device, and Fig. 2 an end view of the same, of which—

s is an ordinary fulcrum-support, secured to railroad-sill, and *b* the ordinary switch-lever hinged to said support *s* by bolt, and *c* the ordinary connecting-rod secured to the track in usual manner.

d, Fig. 2, is the lock-catch, the dotted lines showing the elevated or unlocked position. Said lock-catch *d* is pivoted by bolt shown on end view to guide-link *e*. One side of the guide-link *e* opposite to that attached to lever *d* is provided with the ordinary aperture for insertion of the padlock when secured in the ordinary way. The guide-link *e* is screwed firmly to railroad-sleeper *a*.

It has been shown in practice that the jolting of car-wheels over the rail will at times bounce up and throw over the switch-lever *b* when not firmly locked in place by the locking-pin, and that switchmen or brakemen operating switches will not always take the precaution to insert the locking-pin. Hence the switch is liable to be shifted by the moving train and the cars thrown off the track, and it is to avoid accidents of this kind that the herein-described automatic lock-switch was provided, as by the use of this invention the switch is automatically locked and the lever held firmly in place as soon as thrown over, without reference to any precaution or care of the operator. The outer or long end of lock-catch *d* is much the heaviest end, and its natural position is the level position shown in Fig. 2.

The form of the inner end of the angle-sliding catch is shown in Fig. 2, and when the switch-lever *b* is thrown down past the said catch-lever *d* the said switch-lever *b* cannot be again elevated until said catch-lever *d* be elevated in position (shown by dotted lines) by the operator.

What I claim, and desire to secure by Letters Patent, is—

The described lock-catch lever *d*, in combination with switch-lever *b* and the guide-links *e*, operating in the manner described, for the purpose set forth.

JACKSON RICHARDS.

Witnesses:
T. SHAW,
WM. B. HUGHES.