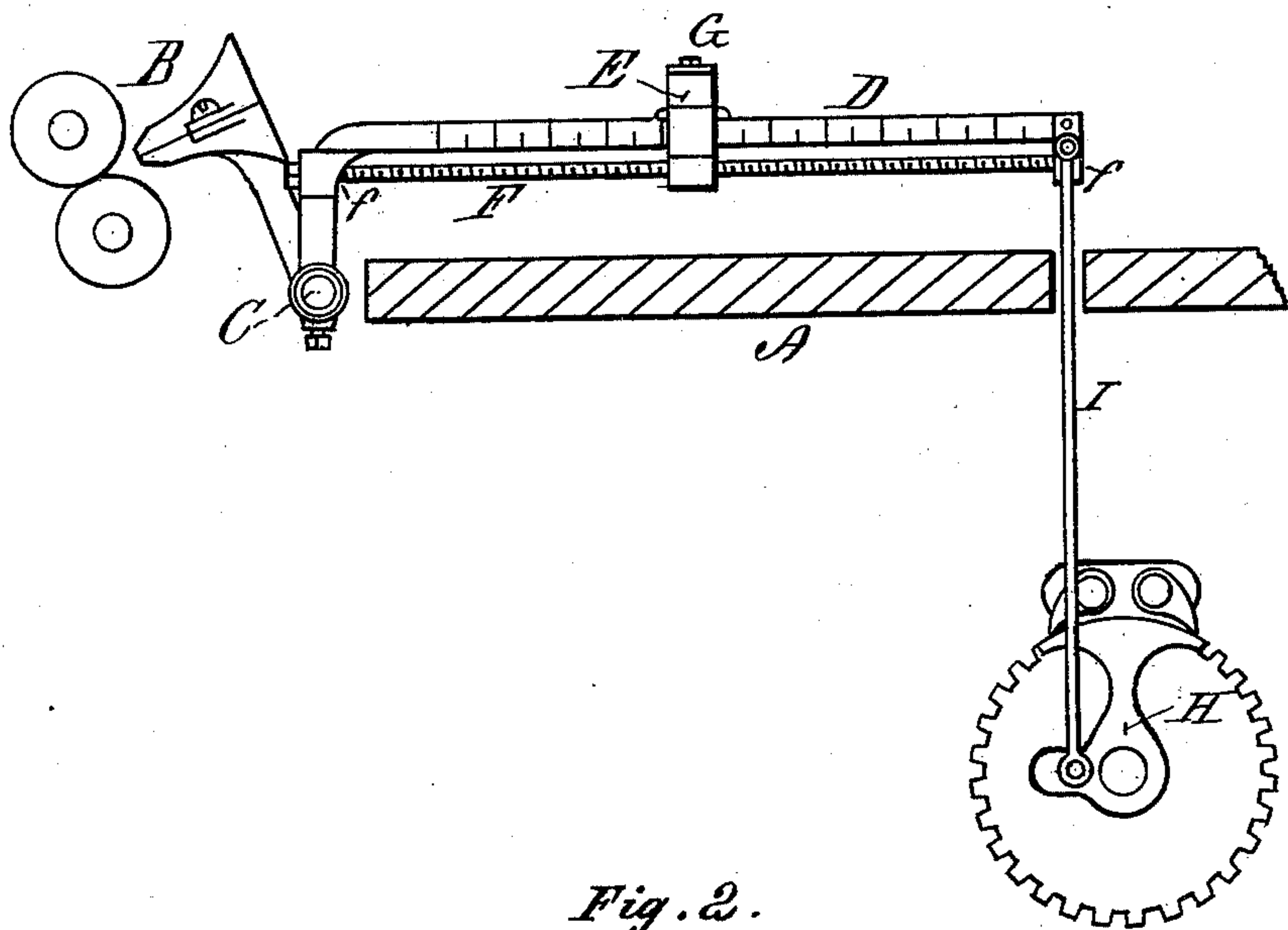


C. W. ANDERSON.  
Railway Head.

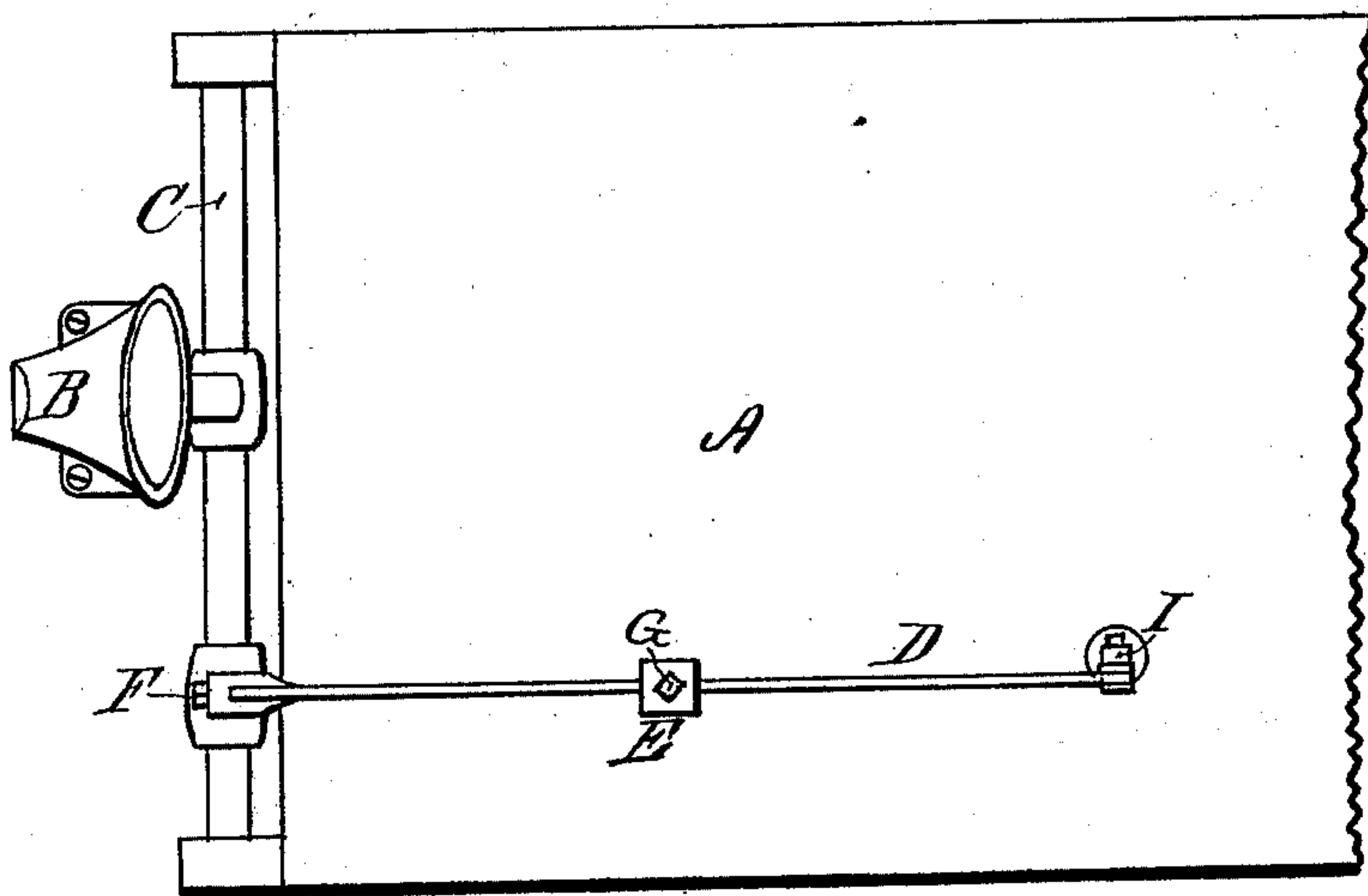
No. 223,629.

Patented Jan. 20, 1880.

*Fig. 1.*



*Fig. 2.*



*Witnesses.*

*Socrates Schofield*  
*Homar L. Lindsley*

*Inventor.*

*Charles W. Anderson*

# UNITED STATES PATENT OFFICE.

CHARLES W. ANDERSON, OF PAWTUCKET, RHODE ISLAND.

## RAILWAY-HEAD.

SPECIFICATION forming part of Letters Patent No. 223,629, dated January 20, 1880.

Application filed August 2, 1878.

*To all whom it may concern:*

Be it known that I, CHARLES W. ANDERSON, of Pawtucket, in the State of Rhode Island, have invented an Improvement in Railway-Heads, of which the following is a specification.

The nature of my invention consists in the combination of parts hereinafter described, and pointed out in the claim, for the regulating mechanism of railway-heads, whereby the machines now in use may be made much more convenient, and also greatly improved in their action.

Figure 1 is a sectional view of the table or platform, showing the parts illustrating my improvement. Fig. 2 is a plan view, showing the position of the trumpet and lever.

In railway-heads as heretofore constructed, it has been customary to place the regulating lever and weight under the platform, the weight being simply adjusted by hand and held in position on the lever by means of a set-screw, rendering it difficult and inconvenient to make the proper and correct adjustment required, because of its close and cramped position under the platform or table; but in my improvement I place the lever above the platform in plain view and in a position of easy access. I also graduate the bar, so that a record may be kept showing the proper position for placing the weight in any special case; and in carrying out my invention I employ a specially-formed lever, whereby I am enabled to make proper connection with the machines as now constructed, and the value of my improvement is greatly enhanced by its adaptability to all machines without requiring a change of pattern.

In the drawings, A is the platform or table of the railway-head. B is the trumpet attached to the rocking shaft C, to which the horizontal lever D, with a downward-turned shank, is also secured, so that the trumpet and lever may move together with the shaft C. The relative positions of the trumpet and lever upon the shaft may be changed by means of set-screws placed in the hub of either or both. The lever D is graduated to any desired scale, and the sliding weight E is moved back and forth on the lever by means of the screw F, operating through a female screw in the weight E, and being secured to the lever D by means of the end bearings, *f f*. The weight E, when adjusted by means of the screw F, is secured in its proper place by means of the set-screw G. Connection is made from the end of the lever D to the regulating ratchet-guard H by means of the rod I.

The screw F, for moving the weight along the lever, renders it practicable to make the adjustments with extreme accuracy, and the downward-turned shank of the lever D allows me to make the desired changes in existing machinery without changing the relative positions of the other parts or altering the patterns.

I claim as my invention—

In a railway-head, the lever D, screw F, and weight E, combined with the trumpet B and ratchet-guard H, substantially as described.

CHARLES W. ANDERSON.

Witnesses:

SOCRATES SCHOLFIELD,  
WM. H. ABBOTT.