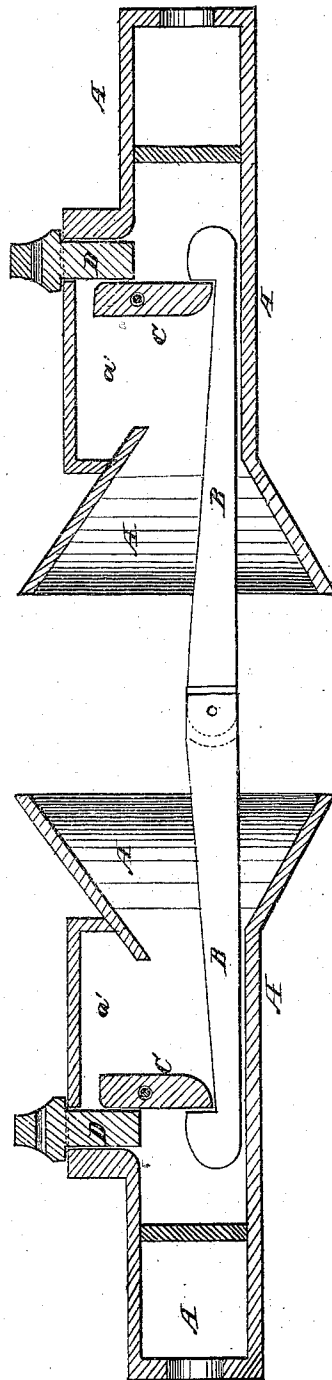


J. GRIFFITH & W. F. MILLER.

Car-Couplings.

No. 143,281.

Patented September 30, 1873.



Witnesses:

P. B. Dietrich.
Belgovich

Inventor:

Per

J. Griffith
W. F. Miller
mmmm
Attorneys.

UNITED STATES PATENT OFFICE.

JAMES GRIFFITH AND WILLIAM F. MILLER, OF ADAMSBURG, PA., ASSIGNORS
TO THEMSELVES AND C. D. B. EISAMAN, OF SAME PLACE.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **143,281**, dated September 30, 1873; application filed
May 5, 1873.

To all whom it may concern:

Be it known that we, JAMES GRIFFITH and WILLIAM F. MILLER, of Adamsburg, in the county of Westmoreland and State of Pennsylvania, have invented a new and useful Improvement in Car-Coupling, of which the following is a specification:

The figure is a vertical longitudinal section of our improved car-coupling.

The invention consists in the improvement of car-couplings, as hereinafter fully described and pointed out in the claim.

A are the coupling-boxes, which are made of wrought-iron, and are so formed that they may take the place of the ordinary couplings, and be secured in the same way. The mouths of the boxes A are made flaring or hopper-shaped, so as to guide the end of the coupling-bar B into place as the cars are run together. The mouths of the boxes A may be made square or oblong, and the inclined upper side projects inward, as shown in the figure, to prevent the end of the entering coupling-bar from passing up into the offset or enlargement *a'* in the upper part of the boxes, and to cause it to pass back in such a direction as to strike the pivoted block C below its pivoting-point, swing it back, and pass beneath its lower edge. The enlargement *a'* is formed in the upper part of the boxes A, to give room for the pivoted block C to swing in. The block C is pivoted at its ends to the sides of the boxes A, in such a way that its lower end may swing both backward and forward. The lower end of the block C is made heavier, so that it may always hang downward. D is the key or stop-block,

which is inserted in a transverse slot in the upper part of the box A, in such a position that it may be close in the rear of the upper part of the pivoted block C. Upon the rear side of the key D is a solid shoulder of the box A, as shown in the figure. The coupling-bar B is made with a joint in its middle part, to adapt it for use in coupling cars of unequal height. This joint is made with almost straight shoulders, to guard it from dropping down too far. The ends of the coupling-bar B are rounded off, and have shoulders formed upon their upper sides near their ends, to receive the lower ends of the pivoted blocks C, and thus sustain the draft strain.

With this construction the lower end of the block C is free to swing inward, to allow the cars to be coupled by the entrance of the coupling-bar B. To uncouple the cars the key D is drawn out, which allows the block C to swing freely in either direction.

Having thus described our invention, we claim as new and desire to secure by Letters Patent—

The draft-bar B, made with a guard or stop-joint in its middle part, and shoulders upon the upper sides of its rounded ends, in combination with the boxes A, pivoted blocks C, and keys or stop-blocks D, substantially as herein shown and described.

JAMES GRIFFITH.

WILLIAM F. MILLER.

Witnesses:

CHARLES D. ATKINSON,
SAM'L. ROCK.