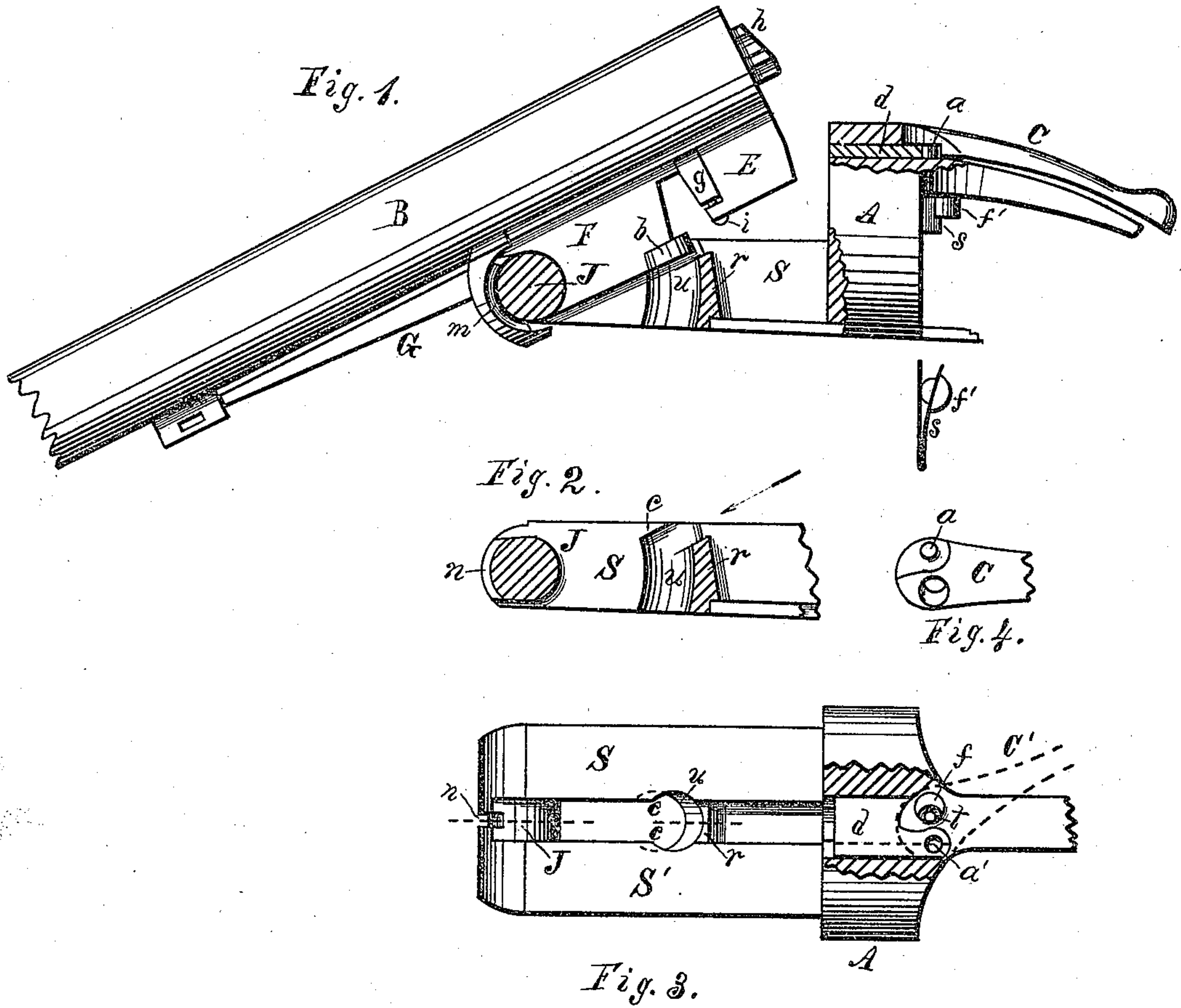


C. GREEN.

BREECH-LOADING FIRE-ARM.

No. 170,669.

Patented Dec. 7, 1875.



Witnesses:

E. B. Whitmore
J. Z. Culver

Inventor:

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UNITED STATES PATENT OFFICE

CHARLES GREEN, OF ROCHESTER, NEW YORK.

IMPROVEMENT IN BREECH-LOADING FIRE-ARMS.

Specification forming part of Letters Patent No. 170,669, dated December 7, 1875; application filed November 1, 1875.

To all whom it may concern:

Be it known that I, CHARLES GREEN, of Rochester, in the county of Monroe and State of New York, have invented certain new and useful Improvements in Breech-Loading Fire-Arms; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification, in which—

Figure 1 is a sectional elevation, the tilted position of the barrels being shown in full lines. Fig. 2 is a similar view, detached, of the same portion, S, of the breech-shank shown in Fig. 1. Fig. 3 is a sectional plan or top view of the breech-shank with the barrels removed. Fig. 4 is an inverted view of the head of the lever C, also of the head of the axial pin *f* and the spring *s*.

No portion of the wooden stock is shown in either figure.

The object of this invention is to provide a suitable stop some distance from the axial bearing, so as to relieve the latter from the great strain to which it is subjected when the barrels are tilted, as heretofore constructed; also, a simple and efficient compensator, for adjusting and regulating the bearings between the barrels and the breech-stock.

The breech-block A is formed similar to those in common use in this class of breech-loaders. The shanks S and S' are united centrally by a cross-tie, *r*. The space between the shanks is enlarged directly in front of the cross-tie *r* by being milled out circularly, as shown, around the journal J, having that for its center. This enlargement *u* is not cut entirely through the space vertically, but stops short, as shown in Fig. 2, leaving the lips *c* in the solid metal of the inside wall of each shank. The wings E and F are rigidly formed upon the barrels. The compensating-key *g* is fitted to the former, as shown, and provided with an adjusting-screw, *i*, whereby its position can be adjusted and governed to the greatest nicety. It is wedge-shaped, as shown, and fitted to bear against the rear face of the cross tie or bar *r*, which face is also beveled backward. The lower rear corner of the wing

F is provided with a solid head, *b*, projecting from each side. The front end of this wing is fitted to the journal J. The barrels B are connected to the breech-stock by placing the head *b* upon the upper edge of the cross-tie *r*, and sliding them forward, as indicated by the arrow in Fig. 2, until the head *b* drops into the enlargement *u*. The locking-bar G is then placed in position, its rib *m* resting in the groove *n*. The bar is securely held by the ordinary false section of wooden stock. (Not shown.) The locking plate or slide *d* is withdrawn by moving the lever C to the position shown by dotted lines C', Fig. 3. This lever is forced to its normal position by the following means: The lever is keyed to its axial pivot *f* by a screw, *t*, in the joint between them. The lower end of the pivot *f* has an eccentric or offset head, *f'*, which is acted upon by the spring *s* in such a manner as to throw the key into the position shown in Fig. 1. When the barrels are thrown into their working position the lug *h* catches under the locking-plate *d*, by which they are securely held. The compensating-key *g* is raised or lowered, as may be desired, to perfect the firm bearing against the cross-tie *r* by means of the set-screw *i*.

What I claim as my invention is—

1. As an improvement in the construction of this class of fire-arms, the locking-lips *c* upon the shanks S and S', in combination with the head *b* and axial journal J, all constructed and arranged to operate substantially in the manner and for the purposes set forth.

2. In combination with the axial journal J and cross-tie *r*, the adjustable compensating-key *g*, hung in the wing E, so as to be operated, substantially as described, for the purpose of perfecting and securing the bearing at the journal J, cross-tie *r*, and between the end of the barrels and the front vertical face of the breech-block A, as set forth.

In testimony that I claim the foregoing I hereunto subscribe my name in presence of two subscribing witnesses.

CHAS. GREEN.

Witnesses:

WM. S. LOUGHBOROUGH,
E. B. WHITMORE.