

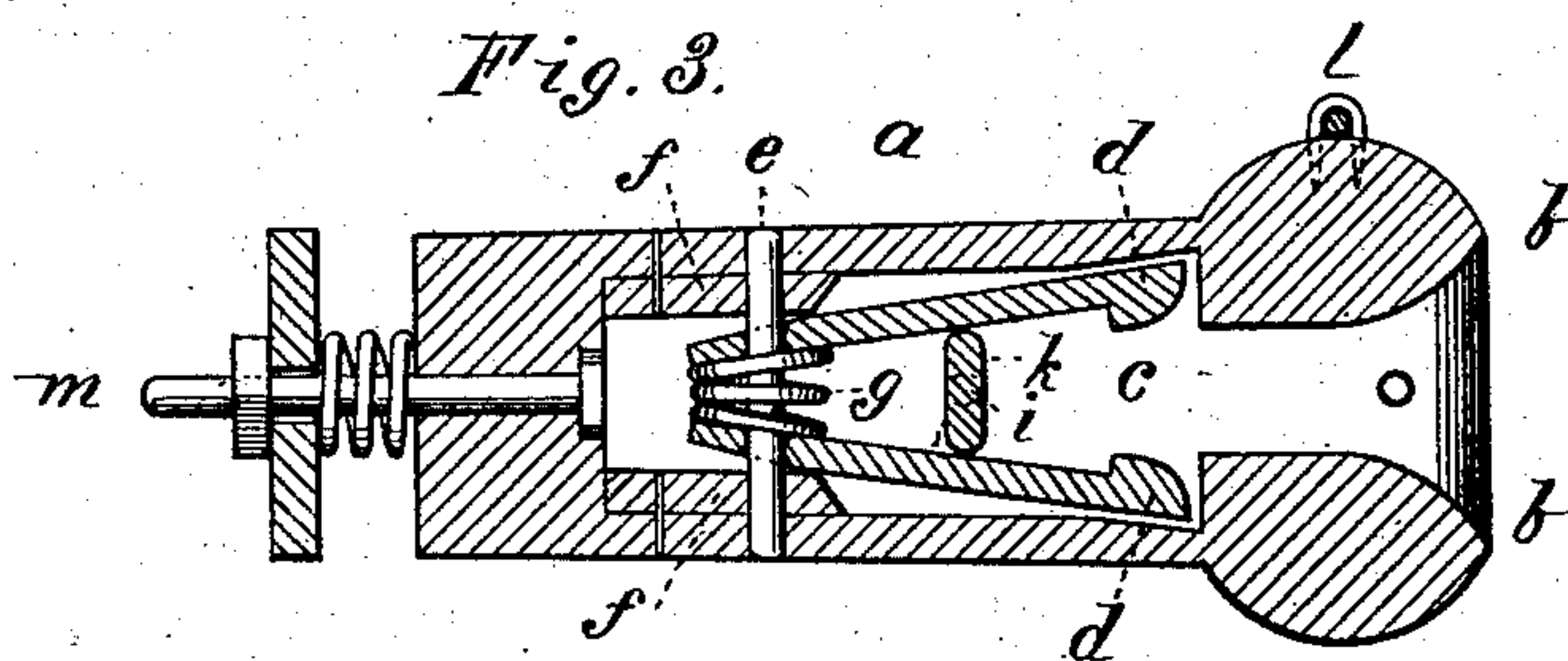
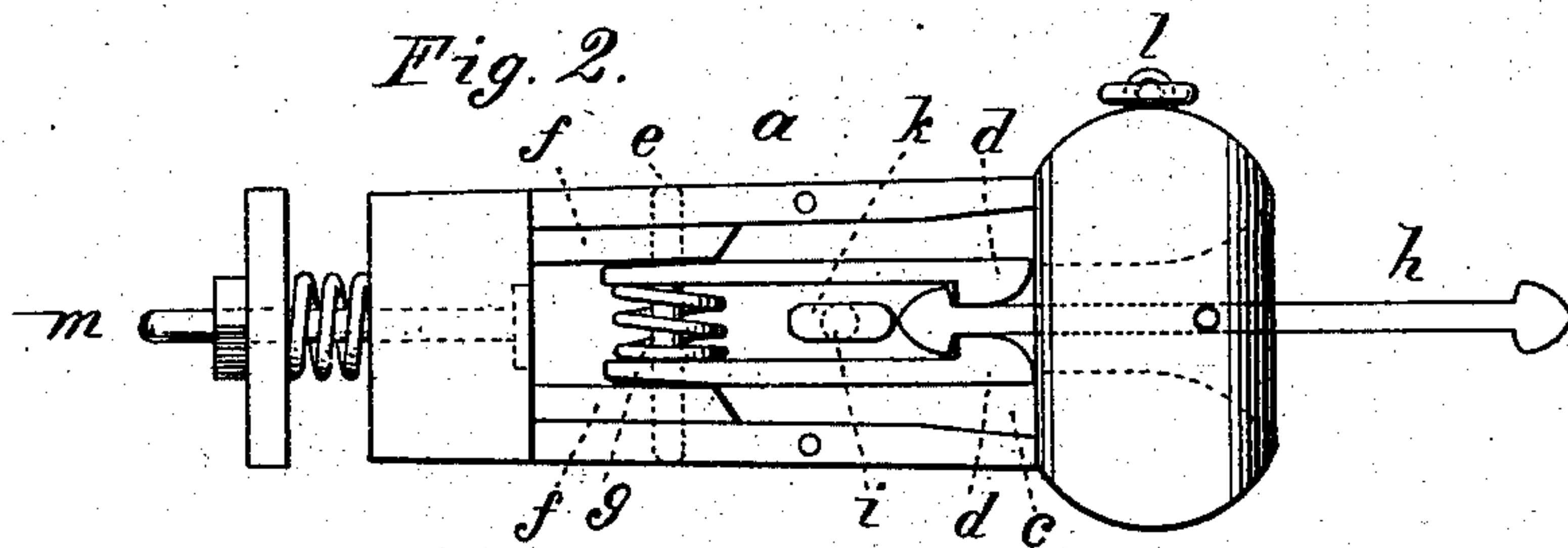
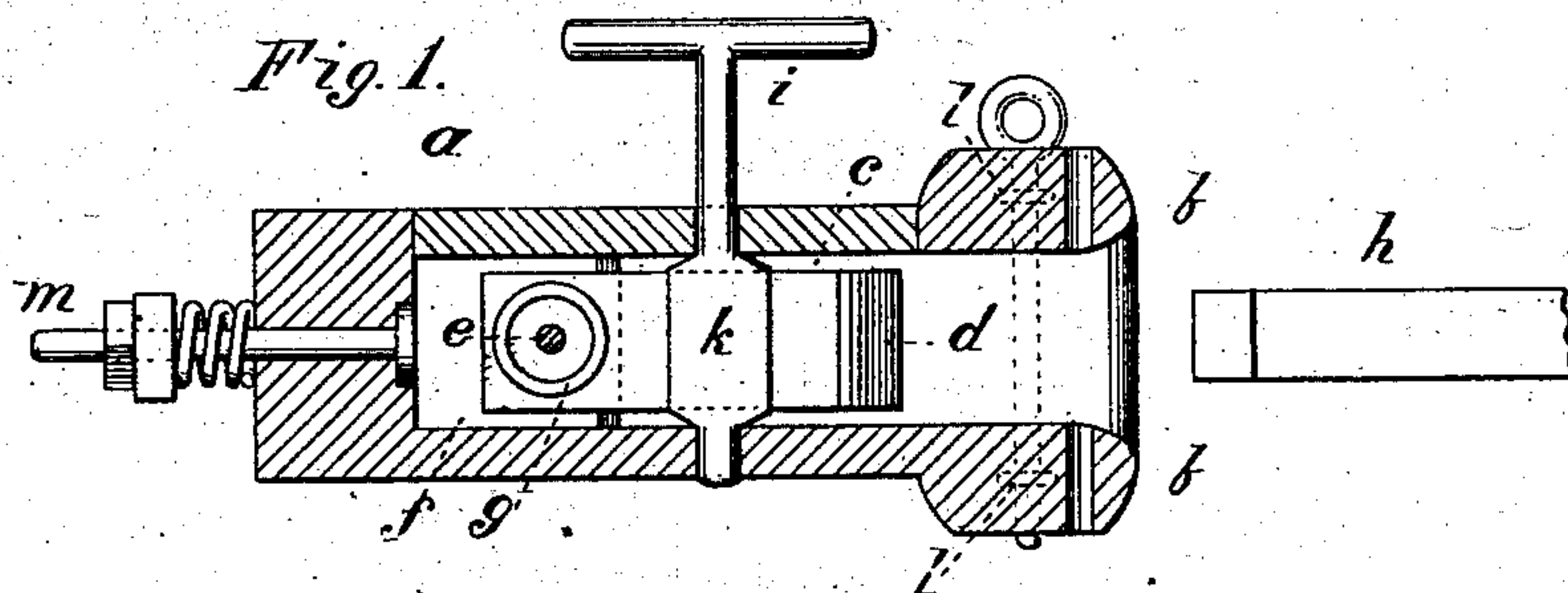
(No Model.)

T. J. MILLER.

CAR COUPLING.

No. 292,126.

Patented Jan. 15, 1884.



WITNESSES

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UNITED STATES PATENT OFFICE.

THOMAS JEFFERSON MILLER, OF NORTH MANCHESTER, INDIANA, ASSGNOR
OF ONE-HALF TO MARCUS L. HARTER, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 292,126, dated January 15, 1884.

Application filed November 3, 1883. (No model.)

To all whom it may concern:

Be it known that I, THOMAS J. MILLER, a citizen of the United States, residing at North Manchester, in the county of Wabash and State of Indiana, have invented certain new and useful Improvements in Car-Couplings; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of this invention, and is a vertical section. Fig. 2 is a top view, a portion of the draw-head being removed. Fig. 3 is a horizontal section.

This invention has relation to car-couplings; and it consists in the construction and arrangement of devices, as will be hereinafter fully described, and particularly pointed out in the claim appended.

Referring by letter to the accompanying drawings, *a* designates the draw-head, which is provided with the flaring jaws *b* and the link or coupling-bar receptacle *c*.

Within the receptacle *c* are provided the automatic clamping-hooks *d d*, having bearings near their rear ends on a transverse rod, *e*, between abutments *f f*. The rear ends of the clamping-hooks *d d* are separated by a coil-spring, *g*, encircling the rod *e*, and bearing against the clamping-hooks in such manner and with such force as to bring the hook ends of the clamping-hooks together, or nearly so. The outer ends of the hooks are rounded on their inner faces, to form a guide for the introduction of the head of the coupling-bar *h* between them.

Between the clamping-hooks *d d*, a short distance behind the hooks, is pivoted a key, *i*, having its bearings in the upper and lower walls of the draw-head. This key *i* is provid-

ed with a rectangular enlargement, *k*, which is greater in width than in thickness. When the clamping-hooks *d d* are in their normal position, the enlargement lies between them, without coming in contact with them. At this time the coupling-bar may be introduced, and the hooks will engage its head and hold it. To uncouple the cars, it is only necessary to turn the key until the width of the key is in a transverse position in the receptacle *c*, when the hooks will be forced apart, and the coupling-bar may be withdrawn from the draw-head. The draw-head *a* is also provided with holes for the ordinary coupling pin and link. The draw-head has eyes *l l* at one side, to receive the ordinary coupling-pin when it is not in use, so that it may always be at hand when needed. A spring on a rod, *m*, is provided at the rear end of the draw-head, to prevent the shock when the draw-heads come together.

The handle of the key may extend to the top of the car, so that it will not be necessary to enter between the cars to uncouple them; and as they couple together automatically, all danger from accidents between the cars is obviated.

The device may be cheaply constructed, is simple and easily operated, and is not liable to get out of order.

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

In a car-coupling, the combination, with the draw-head having a coupling-bar receptacle, of the clamping-hooks within the draw-head on the transverse rod near the rear end of the receptacle, the coil-spring between their rear ends, and the key having the rectangular enlargement working between the clamping-hooks, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

THOMAS JEFFERSON MILLER.

Witnesses:

SAMUEL COGAN,
JACOB HARTER.