

**MILLER'S TRUSSED PLATFORMS,
COMPRESSION BUFFERS AND
AUTOMATIC COUPLERS: THE STANDARD
AMERICAN SYSTEM OF MAKING UP
RAILROAD PASSENGER TRAINS, PP. 3-45**

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Miller's Trussed Platforms, Compression Buffers and Automatic Couplers: The Standard American system of making up railroad passenger trains, pp. 3-45 by E. Miller

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Your friend
O. Miller

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AND
AUTOMATIC COUPLERS.

THE STANDARD AMERICAN SYSTEM

OF MAKING UP

RAILROAD PASSENGER TRAINS.

PATENTED MARCH 31st, 1863, JANUARY 31st, 1865, and
JULY 24th, 1866.

BY E. MILLER,
CIVIL ENGINEER.

NEW YORK:
BAKER & GODWIN, PRINTERS,
No. 25 PARK Row.
1873.

N O T E.

HAVING at various times been informed that certain persons, unknown to me, have used my name, and represented themselves as the veritable "Platform Miller," for the purpose of obtaining favors from railroad officials and others; and that, in several instances, sums of money and railway passes have been thus obtained; therefore, I am constrained to insert this note—though much to my regret—warning all railway men against being thus imposed upon. I also preface this book with a likeness of myself, which will aid in the detection of any who may attempt to counterfeit me in person.

Agents from me will, in all cases, bear a letter of my own handwriting, the signature of which will correspond with that accompanying the likeness.

F. M.

INTRODUCTION.

Forn years have now elapsed since the publication of my last pamphlet on the subject of Platforms, Buffers, and Couplers for Railroad Cars, and many noteworthy changes have taken place in railroad matters during the interim; changes developing a rapid progress in the opening of railways in every part of the country, covering it, as it were, with a vast network of lines of rapid transit. With these changes, improvements in tracks, locomotives, cars, and all the paraphernalia of railroading, have been introduced, and, at this writing, it may safely be said that we possess the finest railway system in the world.

But while various improvements have been made in the minor details of cars, there has been no change in platforms, other than the adoption of my Improvements, which are now rapidly coming into general use; and I see no reason to doubt of their becoming the STANDARD NATIONAL SYSTEM of making up passenger trains in this country.

The great saving of life and property, which is directly traceable to them, the ease and comfort to passengers, and the attainment of a higher rate of speed, with much less degree of danger, than in the old style of coupling, has been proven to the entire satisfaction of all railway corporations using these improvements, as the certain results of their use. The change from the old style of platform and coupling to the new has been gradually increasing in rapidity, until I find my entire time is taken up in attending to the every-day duties at my office; and this, with the great number of letters I daily receive, the published reports of accidents in which the platforms have been the means of saving life, and the kind regards of railroad managers, assures me that the end for which I have labored so many years is to be fully realized, and that I am doing something of great importance

for the good of my fellow-men; something that renders travel safer and more agreeable, and lessens to a very great degree the number of fatal accidents with which our railway system has been afflicted.

This, to me, is a great satisfaction from a humanitarian point of view, and also—though not more so—a satisfaction to know that my railroad friends, as well as myself, are reaping the fruits of the application of the Improvements.

Notwithstanding the Improvements are now in use on more than Two HUNDRED RAILROADS, and new and old ones are adopting them daily, I have thought best to come before the railroad public once more through the medium of a pamphlet or book, rewritten, revised, and improved, which they will find contains that more elaborate reasoning and statement of facts which only time and experience can give, conveying to the reader, in brief, some of the results obtained since the publication of my last. In this will be found the illustrated description of my plan of passenger-car TRUSSED PLATFORMS, COMPRESSION BUFFERS, AND AUTOMATIC COUPLERS, and their operations and merits, something of which are shown in the accompanying reports of presidents, superintendents, and other railroad officials. I also republish herein an illustrated description of "Telescoping," citing cases of this kind of accident, and cases of accident wherein "telescoping" was prevented by the use of my Platforms. I also give much space to the subject of "Oscillation," which I earnestly invite all to peruse carefully, for to *Oscillation* and *Telescoping* may be charged three-fourths of the sum of railroad accidents of all kinds.

I desire to call the attention of all railway officials to the subject-matter contained herein, and request that they give it a careful perusal. Especially do I ask this of presidents and superintendents, inasmuch as master car builders—who cannot leave their work to clerks—do not always find time to study these matters so thoroughly as to assure themselves as being infallible authority in advising radical changes in the building or equipping of cars. To make important and expensive changes, it is necessary for the car builders to get the consent of the managers of the road, and they (the managers) should qualify themselves to judge correctly before deciding a question of such great importance to all who ride on and all who operate railroads. A careful reading of this book will give them the necessary information as to the subjects mentioned, and hence I urge its importance to railroad officials of every grade.

Again, beware of *pretended "improvements."* Millions of dollars have been wasted in the thousand and one attempts to effect in some

other way what these improvements accomplish with ease, accuracy, and safety; and of the thousands of patents granted for so-called "improvements" in "Draw Heads,"—not one of them worth anything,—but, on the contrary, are obstacles in the minds of incompetent judges to the early adoption of the improvements herein recommended. Particularly bear in mind that elevated platforms, with old-fashioned draw-heads for buffing, and taking the compression below the platforms, are but little, if any, better than the ordinary platforms, and they are not safe in collisions, as against telescoping, nor as against oscillation at high speed, &c., so do not let time and money be wasted in any such experiment.

Again, compression may be produced by *screws*, as in England, *just as soon as we build our roads and cars just exactly as they do in England, AND NOT BEFORE!* In this country compression by screws has often been tried, and has always failed; it always should and always will do so. I speak from experience; for I have myself spent a great deal of time and money in attempting to make the above experiments successful. I mention this so that you may not be induced to try it.

By the Miller improvements not only are the cars compressed together by the most simple method, and the couplings worked automatically, and links and pins dispensed with, but, also, the close connection brings the platforms so near together as to dispense with aprons and bridges between them, shut down the dust and prevent persons from falling between them, and all this is *permanent and durable*, requiring no repairs during the life of the car.

I further ask that all railroad officials will pay no heed to the pretended claims they may hear of, "rights of interference" of my patents, and that they do not defer action for reason of any such stories. I am quite often in receipt of letters from different parts of the country, from men who even claim that they have Letters-patent for the same devices for which I have patents, and claiming that I am infringing on their patents, and yet their names do not appear in the books at the Patent Office.

In every case I have found such claims to be groundless and villainous attempts at black-mailing. In one instance a railway superintendent was frightened into paying a sum of money to one of these sharpers, who pretended to show a patent for these improvements. These rascally attempts at swindling are not confined to educated and polished scoundrels who disgrace the profession of law; but are indulged in by a class perfectly equal to them in all respects, except

education, as the following copy of a letter received recently through the mail clearly shows:

MARTELL, IOWA, Feb y 8, 1873.

COL. E. MILLER, Esq.

Dear Sir—I want you to explain how you com by my R. R. Car Coupling. A settlement will be easier com to now than any other time. My just rites I intend to have as near as I can.

Address—Lost Nation, Clinton Co., Iowa.

Yours, truly,

PHINEAS PELTON.

It is to be hoped that "Phineas," and all his co-workers in this iniquity, will obtain their "just rites"—"as near as" possible.

E. MILLER, C. E.,
*Inventor and Patentee of Improved Platforms, Couplers,
and Buffers for Railroad Cars.*