draw bar provided with a transverse slot or groove, a cross bar having projections and slotted lateral guard or guards, a bolt passing through the slots in the guards, and through the slot in the neck of the coupler head and draw bar, substantially as and for the purposes hereinbefore set forth. 12th. In a car coupling, the combination of a coupler head having a transverse slot through its neck, a draw bar having a slot or groove, a cross bar having a centre bearing, and projections slotted or otherwise suitably constructed guard or guards, a bolt passing through the slots in the guards and neck of the coupler head, and closely engaged by the slot or groove in the draw bar, a spring placed upon the draw bar between the coupler head and cross bar, and another spring bearing against the rear side of the cross bar, and a washer or other abutment at or near the rear end of the draw bar, all combined and arranged to oparate in the manner and for the purpose specified. 13th. In a car coupler, the angled pin P, in combination with a coupler head and the vertical rod N, substantially as and for the purpose hereinbefore set forth. 14th. In a car coupler, the coupler head of a car coupler, the coupling pin P, the vertical rod N, the bearing and gravity ball catch O, and R, in combination, substantially as and for the purpose hereinbefore set forth. 15th. In combination with the coupling, and the car, the horizontal rod M, and gravity brace catch R, substantially as and for the purpose hereinbefore set forth. 16th. In a car coupling, the combination of an angled coupling pin, a vertical rod having its upper end bent to form a handle, and the lower end bent to form a shoulder, with a depending loop or eye upon its lower bent end through which the upper or horizontal portion or end of the coupling pin passes, and a horizontal rod having handles formed thereon, and provided with a loop or bend at or near its centre for engagement with the bent portion of the vertical rod, whereby movement of the horizontal rod will cause the vertical rod to be raised and thus remove the pin from the link cavity, and thereby release the link, substantially as and for the purpose hereinbefore set forth. 17th. In a car coupler, a gravity catch, in combination with an uncoupling lever or levers, and a coupling pin, substantially as and for the purposes hereinbefore set forth. 18th. In combination with a car, journal bearing plates attached thereto, a cross bar pivoted therein, draft rods connecting the cross bar with the king bolt transom and another cross bar, a draw bar with a coupler head secured upon the front end, and adapted to slide thereon longitudinally, the stem of said draw bar supported in a bearing provided through the pivoted cross bar, a guard upon each end of the cross bar connecting it with the front end of the draw bar in the coupler head by means of a bolt therein, a spring interposed between the coupler head and cross bar, and a spring interposed between the cross bar and a washer or other abutment impinged against a key in the draw bar near its rear end, all substantially as and for the purposes hereinbefore set forth. 19th. In combination with a car and coupler, a gravitating rest or catch attached to the end of the car, a vertical rod adjusted to engage with said rest or catch, a horizontal rod adjusted to engage with said vertical rod, a coupling pin angled to engage a link in the cavity of the coupler head of the coupler with its lower end, and the vertical rod with its upper end, substantially as and for the purposes hereinbefore set forth. 20th. In combination with a car, the coupler head A, draw bar B, cross bar C, guards D, bolt E, draft rods H, plates G, coupling link L, pin P, vertical rod N, horizontal rod M, bearing and ball catch O and R, or brace catch R, all substantially as and for the purposes hereinbefore set forth.

No. 34,840. Wheel for Railway Vehicles.

(Roue de chars.)

Eliza Lumley Stroudley (executrix of William Stroudley), Brighton, Sussex, Eng., and Samuel Carleton, Swinton, Wilts, Eng., 8th August, 1890; 5 years.

Claim.—1st. For securing in place the tyre of a railway wheel, a clip ring having on one side two lips or lugs 5 and 6, for engaging respectively with the wheel rim or body, and with the tyre of a wheel, and having on the other side a ledge shoulder or check 7, to serve as a key or support to a wedge or Lewis ring. 2nd. Securing in place the tyre of a railway wheel by means of a clip ring 3, having a ledge shoulder or check 7, in combination with a wedge or Lewis ring 4, which after being inserted in its proper place partly within, the tyre is laid down so that it is secured by the said ledge shoulder or check, substantially as described. 3rd. In a wheel for a railway vehicle, the combination with the wheel rim or body 1, and the tyre 2, of a clip ring 3, lips having lips or lugs 5 and 6, for holding the tyre in place on the wheel rim or body, and with a ledge shoulder or check 7, and a Lewis ring 4, held in place by said ledge shoulder or check 7, sabstantially as described.

No. 34,841. Rolled Wood Screw.

(Vis à bois cylindrée.)

The American Screw Company (assignee of Charles D. Rogers), Providence, R. I., U. S., 8th August, 1890; 5 years.

Claim.—A screw, having its shank or unthreaded portion provided with longitudinal ribs or projections, extending from the head towards the threaded portion.

No. 34,842. Shingle Sawing Machine.

(Machine à scier le bardeau.)

John B. Putrow Westborough, Wis., U. S., and William Boaz Johns, Antigo, Wis., U. S., 9th August, 1890; 5 years.

Claim.—1st. The combination of the base strips A, having the grooves or channels a, the side frames B, having the flanges b and the rack surfaces b^1, the saw, its shaft and belt pulley supported by said frames b, the shaft S, the cog wheels s, the pinion s^1, and the hand lever s^2, substantially as described. 2nd. The combination of the side frames B, the upper cross beam B^3, formed with inwardly extending lugs b^2, having set screws mounted therein, the lower cross beam B^4, having the rectangular socket B^6, the frame C, the rectangular saw arbor bearing at the lower end of said frame fitted in said socket, the half bearing c^4 at the upper end of the frame, the cap c^5, the vertical saw arbor mounted in the rectangular bearing and between the cap c^5, and half bearing c^4, and the set screws bearing on the upper and lower ends of the frame to adjust the same, as set forth. 3rd. In combination with the side frames B, the hollow guards D and D^1, one of which forms a saw-dust spout, the horizontally movable hinged arm D^2, and the rear hinged guard D^3, having the extended spout D^4 formed therewith, substantially as described. 4th. The combination, with the side frames B, having the guards D and D^1 secured to the upper portion thereof, and rotatable saw, of the guideways or tracks E, the carriage F, and the spring buffers mounted on the rear portion of the guards D and D^1, substantially as described. 5th. The combination, with the upper longitudinal and parallel guideways or tracks E, having the outer horizontal grooved faces, of the carriage F, having the transverse bars F^1, formed with vertical slot f, on their under side to receive the tracks E, and horizontal bars F^2, connecting the ends of bars F^1 and located adjacent to the grooved faces of the tracks, and having vertical and horizontal friction rollers f^1, f^2 to bear against corresponding faces in the grooved sides of the guideways E, as described and shown substantially as described. 6th. The combination of the bars F^1, the forward one of which is provided with slots 16 in its lower edge, one of the rock shafts 3, and its dog F^3, the handle 7, the bracket 10, provided with a slot, through which the end of the rock shaft passes and having a projection 12, the spring 13, the stud or pin 14, and the lever 15, substantially as described. 7th. The combination, with the bars F^1, the forward one of which is provided with slots in its under edge, and the slotted bracket 10, having a projection to engage said slots, of the dogs F^3, in movable connection with said bars, provided with slots, through which a shingle or strip of wood is inserted, the rock shafts 3, connected to said dogs, one of said shafts extending through said slotted bracket, the handle 6 in connection with one rock shaft, and the handle 7 in connection with the other, substantially as described. 8th. The combination, with the rear bar F^1 of the carriage F and the rock shafts 3, of the bracket boxes 18, the rock shaft 19, having projections 20, one of which is formed into a handle 21, the links 22, and the transversely arranged frame F^4, having grooves in its extended ends adapted to engage with and slide on the rock shafts 3, substantially as described. 9th. The combination, with the guide rails of the frame, of the carriage F, provided with bars F^1, movable on said rails, the dogs F^3, movable transversely of the frame, transversely mounted frame F^4, movable longitudinally thereof, and handles and connections for moving said dogs and frame, the said dogs, their handles, and frame F^4 being located within the limit of the rails and bars F^1, substantially as specified. 10th. The combination, with the guide rails of the frame, of the carriage F, provided with bars F^1, movable on said rails, the vertically slotted dogs F^3, movable transversely of the frame F^4, vertically slotted and mounted longitudinally thereof, handles and connections for moving said dogs and frame F^4, and strips of wood in the slots of the dogs and frame F^4, the said dogs and frame F^4, and their handles and connections being located within the limit of the rails and bars F^1, substantially as specified. 11th. The combination, with the cross beams, of the hollow upright G^1, seated in said beams as described, and having a vertical transverse and oscillating adjustment therein, and a tilting table G, mounted on the upper end of the upright, substantially as described. 12th. The combination, with the cross beams B^1, having the central square opening b^4, and lugs b^5, on each side of said opening, having adjusting set screws s^9 therein, and the beam B^2, constructed hollow, as set forth, of the upright G^1, constructed cylindrical at its upper portion and substantially rectangular at its lower portion, and hollow throughout its length, the grooved boxes 28, the yoke G^4, and the tilting table G, substantially as described. 13th. In combination with the upper part of the upright G^1, of the yoke G^4, the yoke G^5, having the extension g^6, the table G, constructed as set forth, mounted in connection with the yoke G^5, the rod 46, having a collar 47, and coiled spring 48, the block 49, carrying a frictional roller 50, in its lower end, the tilting table 52, the draw rod 53, the connecting link 54, the vertical rod 55 having an operating handle 58, and the set screws s^{15}, substantially as described. 14th. The combination, with beams B^1 and B^2, of the upright G^1, having the lower projecting ends 31, the lever G^2, the lifting rod G^3, the slotted hand lever 33, having a crank 32 and a spring actuated stop arm 34, the adjustable arm 36, having a notch or notches 37, therein, the stationary projection 38, and the projection 39, movably mounted as set forth, substantially as described. 15th. The herein described tilting table, comprising the centrally pivoted transverse plate g^1, and the longitudinally adjustable arms g, g, mounted on the ends of said plate g^1, as set forth. 16th. The combination, with one of the side frames B, of the saw guiding and holding device H^1, consisting essentially, of the casting 58, having an opening 59, provided with a groove 62, the vertically adjustable box 60, having a feather 61, the angular arm 63^1, carrying a depending billet 65 in its angularly projecting portion 64, the projection 66, the hollow ended set screw 67, carrying a billet 68, and the adjusting screw s^{17}, substantially as described. 17th. The combination, with one of the side frames B, of the casting 66^1, having the elongated arm 70, provided with a depending slotted projection 71, at its one end, and a slightly depending hollow projection 72, at its opposite end, a lever 73, fulcrumed in the projection 72, and passing through the slot in the projection 71, and having its forward end reduced and rounded, and the vertically sliding block 74, having a recess 75, with which the reduced end of the lever 73 engages, and an upper flanged extended surface adapted to bear against the under side of the saw, substantially as described. 18th. The combination, with one of the side frames B, of the casting 66^1, adjustably mounted in connection therewith, having lugs 77 and 80, integrally formed therewith, the lever 78, provided with an upwardly curved apertured end and fulcrumed in the lugs 77, and adjustably secured to the lug 80, by a set screw s^{20}, passing through a slot in said latter lug and into the lever, the depending wooden billet 81, carried in the aperture in the end of the lever 78, the projection 82, the adjusting screw 83, and the wooden billet 84, substantially as described. 19th. The combination, with the frame having the side rails, saw arbor, and saw, of the casting 66, provided with upper and lower projections carrying billets, frictional rollers 85, mounted on said casting, and a carriage