(No Model.)

J. L. GUINN.

DRAW BAR GUIDE FOR CARS.

No. 480,464. Patented Aug. 9, 1892.

Fig. 1.

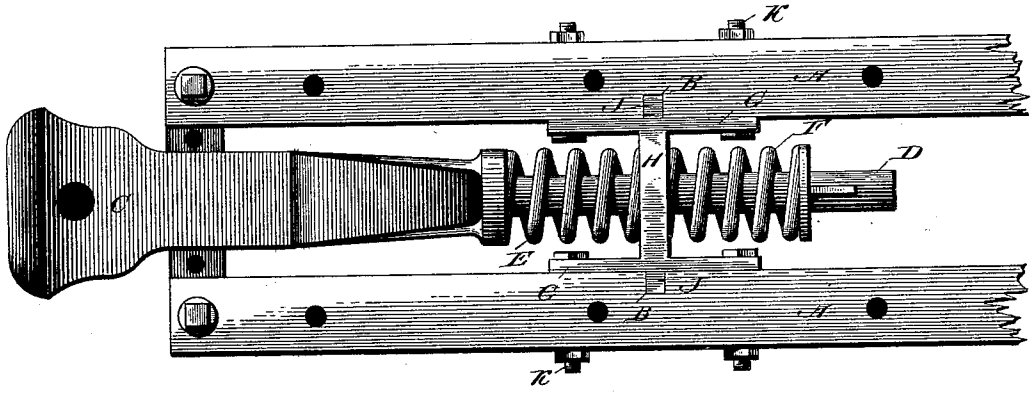
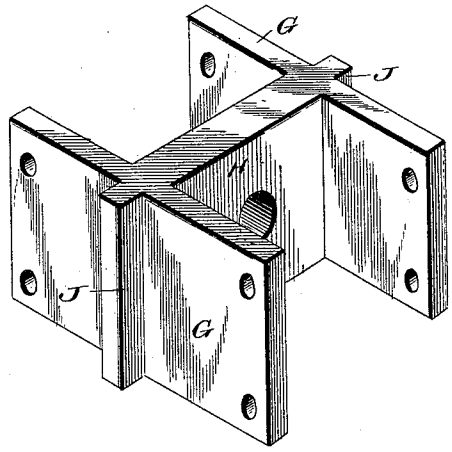


Fig. 2.



Witnesses
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UNITED STATES PATENT OFFICE.

JOHN L. GUINN, OF SOMERSET, KENTUCKY, ASSIGNOR OF ONE-HALF TO JOHN B. THORNTON, OF SAME PLACE.

DRAW-BAR GUIDE FOR CARS.

SPECIFICATION forming part of Letters Patent No. 480,464, dated August 9, 1892.

Application filed February 1, 1892. Serial No. 419,952. (No model.)

To all whom it may concern:

Be it known that I, JOHN L. GUINN, a citizen of the United States, residing at Somerset, in the county of Pulaski and State of Kentucky, have invented certain new and useful Improvements in Draw-Bar Guides or Bearings; 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 the letters of reference marked thereon, which form a part of this specification.

My invention relates to improvements in draw-bar guides or bearings; and one object of my invention is the provision of a device of this character, which can be easily and securely applied and which will withstand the hard usage to which it is subjected.

Another object is to provide a guide or bearing which will receive and distribute the strain equally and which cannot become displaced or detached.

Another object is to provide a guide or bearing which can be constructed easily and very cheaply and which will be simple and durable.

To attain the desired objects, the invention consists in certain improvements in construction and arrangement of the parts of my guide or bearing, as herein shown, described, and claimed.

Figure 1 represents a plan view of my invention in position for use. Fig. 2 represents a perspective view thereof.

Referring to the drawings by letter, A and A designate the longitudinal bars or rails on the under side of the car, which are notched or recessed at B.

C designates the draw-head, having the bar D fitting the guide or bearing and having the springs E and F for the well-known purpose.

My improved guide or bearing, which is cast or formed in one piece, consists of the longitudinal plates G, the transverse central connecting-plate H, and the central exterior ribs or flanges J. The inner ends of the plates G rest in the recesses B of the bars A and abut against said bars, thus forming a firm bearing or abutment, and the plates are secured by bolts or fastenings K, passing through the plates and bars, as shown, and firmly securing the guide in place. The central flanges or ribs J fit in notches B of the bars and form additional securing means for the guide, and the central web is thicker and stronger than the plates and ribs and has an opening H′ for the bar. From this construction it is evident that the bearing is secured firmly at all points and is so constructed as to receive the strain equally, which is the most important feature; also, the device is composed of a single piece, rendering the same simple and durable and easily and cheaply manufactured. Further, the guide is made stronger at the central web, where the strain is greatest, and the side plates and ribs are of proper thickness to correspond, and the said plates being long a wide bearing is produced.

I claim—

1. The combination, with the longitudinal bars, of the guide consisting of the long side plates, central web and ribs secured to the bars, the draw-bar bearing in the central web and having the shoulders on each side of the web and the round coiled springs around the bar bearing against the shoulders.

2. The combination of the bars having the recesses, the plates unconnected at their ends and secured to the bars and engaging the recesses, the central web having an opening, and the draw-bar bearing in the opening and having the springs around the same.

3. The guide or bearing consisting of the longitudinal plates, the thick central web, and the central exterior ribs of less thickness than the central rib or web, and the plates being unconnected at their ends, whereby the casting is easily and cheaply made and may be quickly applied and removed.

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

JOHN L. GUINN.

Witnesses:

GEORGE M. GILMORE,

JOHN W. ANDERSON.