

with a vertical opening in position to receive an ordinary coupling pin in position to rest on the thrust bar in position for automatic coupling when the arm and curved pin are removed, substantially as described. 3rd. In a car coupling, the combination, with a chambered drawhead, a horizontal bar pivotally mounted in the drawhead and having arms on its outer ends, a horizontal rod pivoted to the car having end handles and a central arm, links connecting the arm with the arms of the pivoted bar, an arm splined on the pivot bar in the chamber of the drawhead and carrying a curved coupling pin at its outer end, the arm being extended beyond the pivot and the extension provided with side lugs having curved upper faces, and a spring actuated thrust bar having a slot to receive the extension and forwardly projecting points on the rear wall of the slot having curved under sides to engage the curved faces of the lugs, substantially as described.

**No. 67,212. Hook. (Crochet.)**

Fig. 2

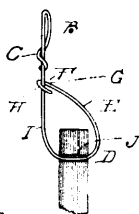


Fig. 1

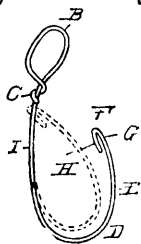
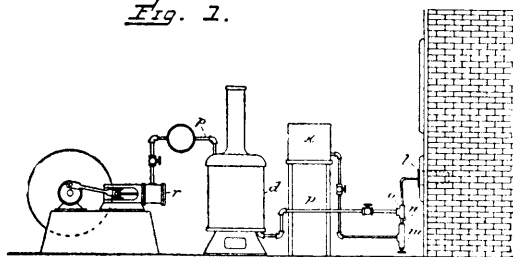


Fig. 3

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Fig. 2.



Morris Abramson, Detroit, Michigan, U.S.A., 3rd May, 1900; 6 years. (Filed 18th April, 1900.)

**Claim.**—The herein described article of manufacture, consisting of a hook formed of a single piece of spring steel wire, comprising the small upper closed loop B, formed by curving one end portion of the blank and twisting the extreme end thereof upon the blank as shown, a large elongated loop normally open and extending downward at right angles to and at a considerable distance below the upper loop, said loop being formed by bending upwardly the end portion of the remainder of the blank, and an elongated hook upon the lower loop formed by folding upon itself the extreme end of said lower loop and spacing the hook members in the manner and for the purpose set forth.

**No. 67,213. Motive Power Apparatus.**

(Appareil de force motrice.)

Paul Kersten and Louis Kersten, both of Kœsen, Germany, 3rd May, 1900; 6 years. (Filed 19th June, 1899.)

**Claim.**—1st. An improved motive power apparatus embodying one or more vane wheels mounted in a reservoir filled with liquid, the spaces between the vanes Z, being filled with sucked up air or other gases by means of a nozzle pipe apparatus a, and a suction pressure current, so that an impulsive action is created in the liquid reservoir, whereby the wheel is caused to rotate. 2nd. In motive power apparatus in which a wheel is mounted to rotate in a reservoir filled with liquid, the arrangement whereby gases from a furnace

pass entirely or partially over the outside of the reservoir, substantially as described. 3rd. In motive power apparatus in which a

Fig. 1

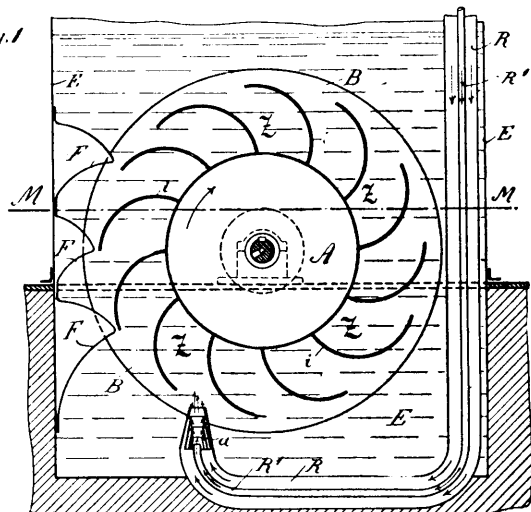
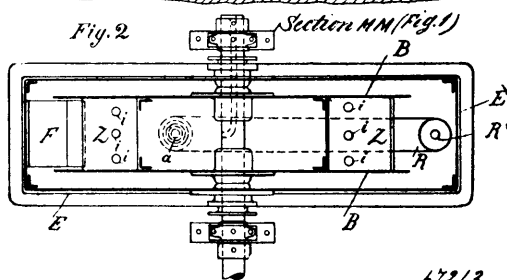


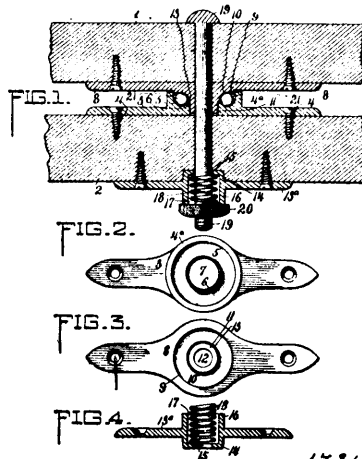
Fig. 2



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wheel is rotated in a reservoir as described by air or gas drawn through a suction pipe, the arrangement whereby the suction pipe R is connected with other special suction pipes y, for the purpose of drawing off air from the different spaces or chambers. 4th. In motive power apparatus as described, the arrangement in the apparatus whereby the impulsion gases are conveyed from within outwards into the vanes or divisions Z, by means of supply pipes g, arranged in the floating cylinder and connected with the several divisions or vanes. 5th. In motive power apparatus as described, the arrangement of the overflow channels t, for the purpose of carrying the impulsion gases from one vane or division to another, and preventing the ineffectual rising of the impulsion gases outside of the divisions or vanes.

**No. 67,214. Whiffletree Coupler. (Joint de palonnier.)**



67214

Elisha Moore, Meductic, New Brunswick, Canada, 3rd May, 1900; 6 years. (Filed 17th November, 1899.)

**Claim.**—1st. In a whiffletree coupler, the combination with the upper plate comprising the base, an annular lug extending from the