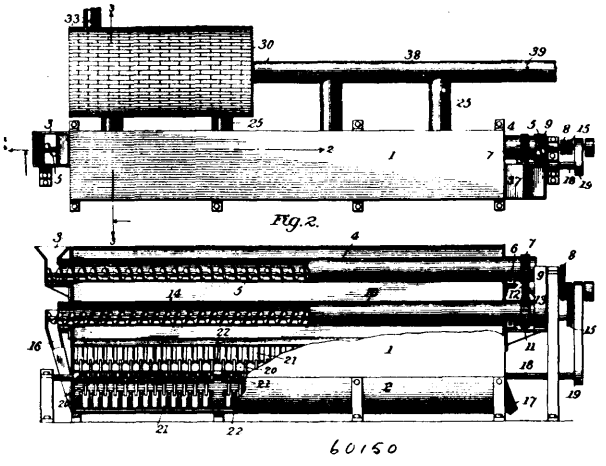
No. 60,150. Drier and Pulverizer. (*Sechoir et broyeur.*)



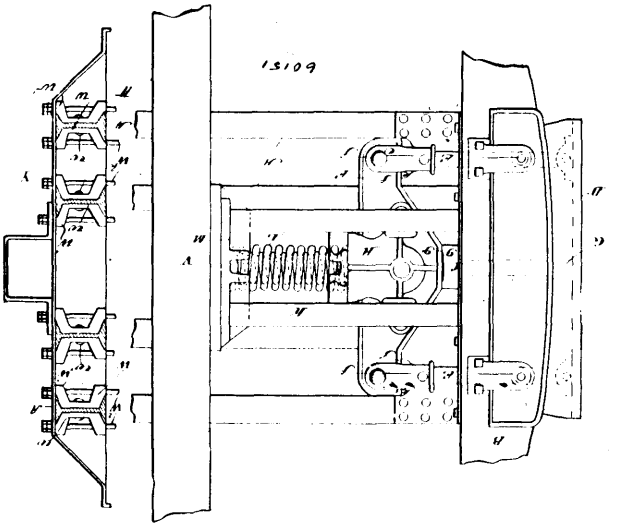
The Nitrogen Processing Company, New York City, assignee of Benjamin B. Snyder and Jonas J. Seldner, both of Baltimore, Maryland, all in the U.S.A., 1st June, 1898; 6 years. (Filed 5th May, 1898.)

Claim.—1st. In a drier, the combination with the elongated casing, of a trough in the lower part of the casing, a shaft having paddles operating in the trough, a vertical longitudinal partition in the upper part of the casing having its lower edge adjacent to the paddles, means for forcing air down upon one side of said partition and an outlet for the moistened gases from the compartment on the opposite of the partition, substantially as described. 2nd. In a drying apparatus, the combination of a casing having a trough, the conveyor shaft adapted to move materials along said trough, a central partition above said conveyor shaft, a furnace, means for producing a forced draft for said furnace and directing the hot gases down upon one side of said partition, and an outlet to the chamber on the other side of the partition whereby said hot gases may be circulated with the material through the trough, substantially as described. 3rd. In a drier, the combination with the elongated casing, of a trough in the lower part of the casing, the conveyor shaft having paddles operating in the trough, a vertical partition dividing the casing into two compartments above the conveyor, steam coils in one of said compartments, means for blowing air or gases over said steam pipes, and a vent for the moistened gases in the other compartment, said air or gas being directed from the steam coils around the conveyor shaft along with material, substantially as described. 4th. In a drier, the combination of one section thereof provided with a conveyor, steam coils, a furnace, and means for blowing heated gases through the furnace over the coils and around the conveyor, of a second drier section provided with a conveyor, with steam coils supplied with superheated steam from the first section, and with means for blowing air over said coils, substantially as described. 5th. In a grinding or pulverizing machine, the combination with a cylinder, of a feeding and pulverizing screw within and resting upon the cylinder, and means for turning the cylinder, substantially as described. 6th. The combination with a rotatable cylinder, of a feeding and pulverizing screw within and resting upon the bottom of the cylinder, and means for rotating said cylinder and screw in opposite directions, substantially as described. 7th. In a grinding and pulverizing apparatus, a cylinder, and means for revolving the same, in combination with a feeding and pulverizing screw consisting of a series of sections having inclined blades and a rod or shaft passing through openings in said sections, the said screw normally resting on the bottom of the cylinder, substantially as described. 8th. The combination with a casing having a semi-circular serrated inner surface, of a combined pulverizing and feeding device consisting of a shaft, arms mounted thereon, and inclined blades pivotally connected to the outer ends of the arms, the ends of said blades being arranged to travel in proximity to the bottom of the casing when the shaft is rotated, substantially as described.

No. 60,151. Railway Car Buffer. (*Tampon de chars.*)

The Standard Coupler Company, New York City, assignee of Henry Howard Sessions, Chicago, Illinois, all in the U.S.A., 1st June, 1898; 6 years. (Filed 4th May, 1898.)

Claim.—1st. In a buffer equipment for railway cars, the combination with the buffer plate, the stems therefor and the centrally pivoted spring supported equalizer, of substantially straight transversely arranged bearings interposed between the stems and equalizer whereby a differential leverage is exerted by the equalizer when moved into an inclined position, substantially as described. 2nd. In a buffer equipment for railway cars, the combination with the buffer plate having the rearwardly extending stems provided with substantially straight horizontal bearing surfaces at their rear ends, of a centrally pivoted spring supported equalizer having substantially straight horizontal bearing surfaces at its ends on the forward edges for co-operation with the corresponding surfaces on the stems,



substantially as described. 3rd. In a buffer equipment for railway cars, the combination with the buffer plate and the rearwardly extending stems having substantially straight horizontal bearing surfaces and arms extending rearwardly above and below said bearing surfaces, of the centrally pivoted spring supported equalizer having its ends located between the rearwardly extending arms on the stems and provided with substantially straight horizontal bearings co-operating with the corresponding bearings on the stems and pins loosely uniting the stems and equalizers, substantially as described. 4th. In a buffer equipment for railway cars, the combination with the centrally pivoted spring supported equalizer having substantially straight bearing surfaces on its front edge at the centre and each end respectively, of the buffer plate and the side and central buffer stems, each having a substantially straight horizontal bearing surface for co-operating with the corresponding bearing surface on the front edge of the equalizer, substantially as described. 5th. In a buffer equipment for railway cars, the combination with the supporting beams of a depending yoke for the draw-bar adapted to be moved laterally and a central spring adapted to be put under compression by the movement of the yoke in either direction, substantially as described. 6th. In a buffer equipment for railway cars, the combination with the supporting beams and a laterally movable yoke depending therefrom, of a central spring and a telescoping connection between said yoke and each end of the spring whereby lateral movement in either direction will put the spring under compression, substantially as described. 7th. In a device such as described adapted to be applied to the buffer equipment of railway cars, the combination with the sleeve having the depending yoke for the draw-bar, the thimbles telescoping in said sleeve and the central spring for holding said sleeves extended, substantially as described. 8th. The combination with the sleeve having the depending yoke and internal end flanges, of the thimbles having the external end flanges and adapted to telescope with the sleeve, of the central spring for holding said thimbles extended and the bolt for maintaining the parts in position, substantially as described. 9th. The combination with the sills of a car body frame and I-beams passing longitudinally beneath said sills, of I-beam brackets united to the webs of the I-beam by through-bolts or rivets, and having eyes extending beyond the flanges of the I-beams and supporting or tie-bolts passing through said eyes outside of said flanges and into the sills of the car body framing, substantially as described. 10th. The combination with the car body frame and I-beams, of I-beam brackets secured on opposite sides of said I-beam and preferably arranged out of line with each other, of a bolt or rivet passing through the web of the I-beam and through both of said brackets at the point where they over-lap, and bolts or rivets uniting each of of said brackets and said web of the I-beam, said I-beam brackets having lateral projections extending beyond the flanges of the I-beam and tie or supporting bolts passing through said extensions and uniting the I-beams to the car body frame, substantially as described.

No. 60,152. Oven for Cooking Stoves.
(*Fourneau de poêle de cuisine.*)

The Michigan Stove Company, Detroit, Michigan, U.S.A., 1st June, 1896; 6 years. (Filed 5th May, 1898.)

Claim.—1st. In combination with a stove, an oven coated on its interior with aluminum, substantially as described. 2nd. As a coating for the interior of stove ovens, a layer of aluminum laid on and adhering closely to the iron composing the oven walls, substantially as described. 3rd. In combination with a stove provided