

tion and oxidation for freeing the electrodes from the hydrogen and oxygen developed when the circuit is closed, substantially as set

Fig. 1

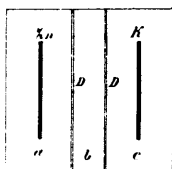
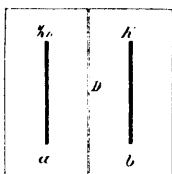


Fig. 2.

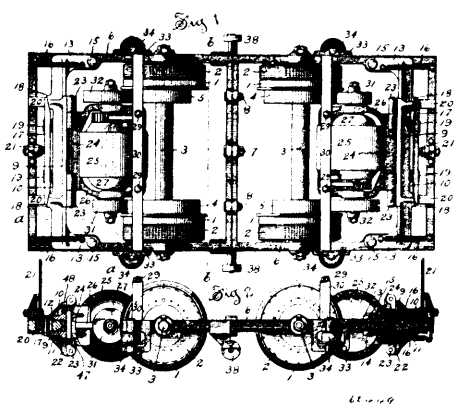


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forth. 3rd. A galvanic element, composed of the usual two electrolytes and of a third electrolyte contained in the fluid surrounding the positive electrode and consisting of an acid effecting an alternate reduction and oxidation for freeing the electrodes from the hydrogen and oxygen developed when the circuit is closed, substantially as set forth. 4th. A galvanic element containing in the cell of the positive electrode a depolarizer consisting of an oxide of a metal or metalloïd acting similar to antimony for effecting a metallic precipitate on the positive electrode, substantially as set forth. 5th. The combination with the cell of a galvanic element of a diaphragm consisting of a substance permitting the passage of hydrogen, oxygen and water but intercepting the passage of other chemicals suspended in the electrolytes, substantially as set forth.

No. 62,449. Electric Railway Truck.

(Chariot de chemin de fer électrique.)



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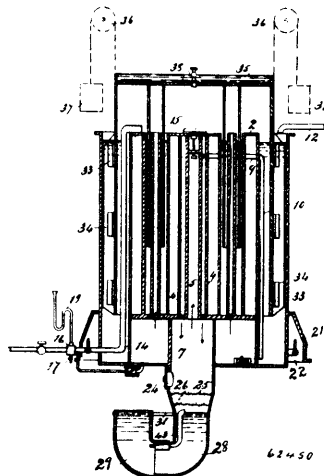
George Joseph Capewell, Hartford, Connecticut, U.S.A., 25th January, 1899; 6 years. (Filed 6th September, 1898.)

Claim.—1st. A railway car truck having flanged traction wheels, wide tread traction wheels connected thereto, a truck frame supported by the traction wheels, a motor carriage loosely mounted upon the truck frame, means for moving the carriage, a motor supported by the carriage, and friction connections between the motor and the traction wheels, substantially as specified. 2nd. A railway car truck having flanged traction wheels, friction pulleys connected thereto, a truck frame supported by the traction wheels, a motor carriage mounted upon and movable longitudinally of the truck frame, a motor supported by the carriage, pulleys mounted on the shaft of the motor, springs normally holding the carriage with the pulleys out of contact, and mechanism for moving the carriage so that the pulleys on the motor shaft will engage with the pulleys connected with the traction wheels, substantially as specified. 3rd. A railway car truck having flanged traction wheels, a truck frame in two parts, each part being supported by a pair of traction wheels, pivots connecting the parts of the truck frame whereby they may have an independent vertical oscillation, a motor carriage loosely mounted upon and movable longitudinally of each truck frame, means for moving the carriages, motors supported by the carriages, and friction connections between the motors and the traction wheels and adapted to be engaged and disengaged according to the movement of the carriage, substantially as specified. 4th. A rail-

way car truck having flanged traction wheels, wide tread traction wheels and friction pulleys mounted on the same axles, a truck frame supported by the traction wheels, a motor carriage loosely mounted upon the truck frame, means for moving the motor carriage toward and from the traction wheels, a motor, a double hinge connection between the motor and the motor carriage, and friction pulleys mounted upon the motor shaft and adapted to be moved into and out of contact with the pulleys connected with the traction wheels, substantially as specified. 5th. A railway car truck having flanged traction wheels, wide tread traction wheels connected thereto, a truck frame formed of two parts, each part being supported by a pair of traction wheels, pivots connecting the parts of the truck frame so that they may have independent vertical oscillation, and side bearing retaining wheels secured to the sides of the truck frame, substantially as specified. 6th. A railway car truck having flanged traction wheels adapted to run upon the two rails of the ordinary track, flat tread traction wheels without flanges mounted upon the same axles with the flanged traction wheels and adapted to run upon special rails that are higher than and which extend alongside the rails of the ordinary track, a truck frame supported by the traction wheels, and retaining wheels borne by the truck frame and adapted to run against side rails elevated above the traction rails when the truck is supported by the flat tread traction wheels upon the higher special rails, substantially as specified.

No. 62,450. Gas Generating Process.

(Procédé de générer le gaz.)



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Samuel H. Wood, Wilmette, Illinois, U.S.A., 25th January, 1899; 6 years. (Filed 9th July, 1897.)

Claim.—1st. The method in a gas generator of supplying water through an annular vessel and through pipes running through the hollow centre into a water-flue surrounding and cooling the gas on its way to the gasometer, and thence falling through a screen separator upon carbide racks, and thence escaping through an elbow-shaped self-regulating overflow pipe, substantially as set forth. 2nd. The provision for a safety water exit to allow the water to escape in case the lime waste should obstruct the elbow outlet, substantially as set forth. 3rd. A double sieve or rack to hold the carbide, the lower one with finer mesh to prevent the carbide crumbling and dropping into the waste water before the gas is thoroughly extracted, substantially as set forth. 4th. The double elbow in a gasometer for retaining the waste lime while the water seals the gas and may itself escape through the overflow pipe, substantially as set forth. 5th. The supply-tank, placed above the top line of the annular vessel, as a part of the hereinbefore described gas generator, substantially as set forth. 6th. The self-acting drip-pan below the overflow pipe to act as a storage tank to prevent the lime getting into the sewer in stationary gas generators, while the water is allowed to escape at the top of the pan or in the delivery waggon to prevent the waste lime from dropping on the ground, substantially as set forth. 7th. The double water and gas-flue in the centre, the water-flue surrounding the gas-flue acting as a conductor of the gas and as a cooler also, substantially as set forth. 8th. The heating flange, with gas-pipe and burners at the bottom, as described, in its particular use in connection with the generator hereinbefore described, substantially as set forth. 9th. The double flange and wood guides which keep the gasometer upright, the wood guides being especially adapted to make the gasometer move easily and smoothly, substantially as set forth. 10th. The wire device for holding the elbow in place, substantially as described. 11th. The use of travelling gas generators in conjunction with stationary storage tanks, to be located in buildings or the like, and adapted for detachable connection with the travelling gas generator, substantially as set forth. 12th. The gas generator, provided with a gas delivery-pipe, an air-chamber, and an air delivery-pipe leading