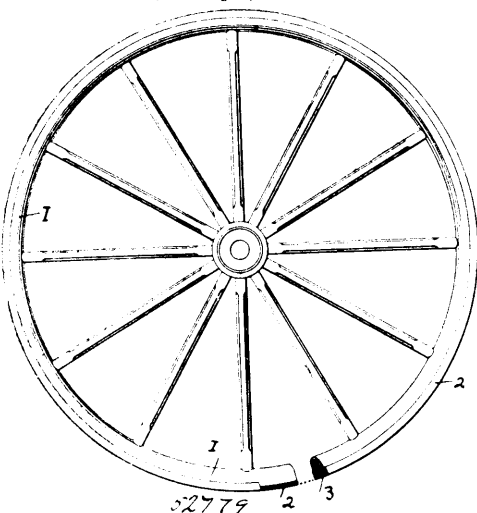


purpose hereinbefore set forth. 2nd. In a combined whip and line holder, the combination of a socket A having a suitable base and one open side, ears D D formed on the walls of said socket and projecting outwardly at each side of said open side, bolt F seated in said ears and a spring H intermediately coiled between said ears D around said bolt F with its extremities adjustably projected within said socket through said open side thereof, substantially as and for the purpose hereinbefore set forth. 3rd. In a whip and line holder, the combination of the socket A adapted to be attached to the dash of the vehicle and provided with a suitable base having a recess N and further provided with projections K and an open side between said projections, a spring E suitably seated across said open side of the socket A with its lower end projected into said recess and its upper end between the walls of said socket, substantially as and for the purpose hereinbefore set forth. 4th. In a combined whip and line holder, the combination of a open sided socket A having a suitable base and adapted to be fastened to the dash or other suitable locality on a vehicle and adapted to receive a whip J having its lower end resting on the upper side of the base of said socket A, a spring E intermediately seated on the open side of said socket in position to press at or near each of its extremities against the whip J and hold the latter rigidly against the circular wall of said socket, substantially as and for the purpose hereinbefore set forth. 5th. In a combined whip and line holder, the combination of socket A having an open side and a suitable base to receive the whip J and adapted to be attached to a vehicle, and further provided with projecting walls K K, a suitable spring E intermediately seated in the open side of said socket and adapted to press its extremities within said socket and to intermediately clamp the lines M against the edges of the open side of said socket A, substantially as and for the purpose hereinbefore set forth.

No. 52,779. Tire. (Bandage.)



Howard Malcolm Dubois and William Henry Gray, both of New York, State of New York, U.S.A., 27th June, 1896; 6 years. (Filed 30th May, 1896.)

Claim.—1st. A metallic tire for vehicle wheels, having flanges upon its margin of unequal width, that upon the side of the greater wear being the wider, substantially as described. 2nd. The combination with a vehicle wheel, of an elastic cushion having a width greater than that of the face or tread of the wheel, and a tire having flanges upon its sides, one of which is bent outward to enable the tire to be applied, and then pressed upon the rim, thereby compressing the cushion in the direction of its width, substantially as described. 3rd. The combination with a vehicle wheel of a metallic tire having flanges upon its edges, one of which is bent or curved outward, and an elastic cushion of a width greater than the space between the flanges, said outwardly bent flange being pressed against the lateral face of the rim of the wheel, to compress the cushion in width substantially as described. 4th. The combination with a vehicle wheel of a metallic tire having flanges upon its edges, that upon the inner edge of the wheel being less in width and thickness substantially as described. 5th. The combination with a vehicle wheel of an elastic cushion of greater width than the rim of the wheel, and a tire having flanges upon its edges, between which the said cushion is compressed in width, said tire being also compressed upon the cushion, substantially as described. 6th. The combination with a vehicle wheel, of an elastic cushion of greater width than the rim of the wheel with which it is in direct contact, and a tire having flanges upon its edges, the inner diverging faces of which are pressed against the lateral faces of the rim of the wheel, thereby compressing the cushion in width substantially as described.

7th. The method herein described of applying an elastic cushion and metallic tire to vehicle wheels, which consists in welding the tire with due allowance for contraction, compressing an elastic cushion between marginal flanges on said tire, forcing both upon the wheel, compressing the flanges of the tire against the rim, and contracting said tire by cooling, substantially as described. 8th. The method of increasing or reinforcing the elasticity of a rubber cushion interposed between a wheel and metallic tire having marginal flanges, said method consisting in compressing said cushion in two directions, substantially as described. 9th. The method of increasing or reinforcing the elasticity of a rubber cushion interposed between a wheel and a metallic tire having marginal flanges, said method consisting in first compressing the cushion in the direction of its thickness and then in the direction of its width so that it is ultimately compressed in two directions, substantially as described. 10th. The method of reinforcing the elasticity of a rubber cushion for vehicle wheels, said method consisting in compressing marginal flanges on the outer metallic tire, between which the cushion lies, thereby decreasing its width, and applying compression in two directions, substantially as described. 11th. The method of reinforcing the elasticity of a rubber cushion for vehicle wheels, said method consisting in compressing marginal flanges on the outer metallic tire, between which the cushion lies (the cushion having been first expanded laterally by compression upon its face) thereby decreasing its width, and applying compression in two directions substantially as described. 12th. The apparatus described for rolling down the flange of the tire, the same consisting of two rolls, one cylindrical and the other having the form of a frustum of a cone, mounted on parallel shafts adapted to approach each other, substantially as described.)

No. 52,780. Tongue Support. (Tuteur de timons.)



Robert B. Clement, Crayneville, Kentucky, U.S.A., 27th June, 1896; 6 years. (Filed 8th June, 1896.)

Claim.—1st. In a tongue support, the combination of a tongue provided on its lower face with a keeper having a longitudinally disposed socket, and provided intermediate of its sides with a slot or opening communicating with the same, and a pair of outwardly springing or separating legs, hinged to the pole and adapted to be compressed and to have their lower ends pass through the slot or opening of the keeper, whereby the resiliency of the legs will hold them in the socket of the keeper away from the opening or slot thereof, substantially as described. 2nd. In a tongue support, the combination of a tongue provided on its lower face with a rigid longitudinally disposed keeper, provided intermediate of its sides with an entrance slot or opening, a hinge secured at one leaf to the lower face of the tongue, and having its other leaf provided with a socket, a pair of separable legs pivoted in the socket of the hinge and having their other ends arranged in the keeper, and a spring interposed between the legs and adapted to spread the same and hold them in engagement with the keeper, substantially as described.

Continuation of Claim.

No. 52,280.—(See page 491 of Patent Record for May 31st, 1896.)

Claim. 8th. The combination with the wall of a car having a series of port-holes, a rock-shaft journaled opposite the same, and a battery supported below said shaft, of a lever for operating the rock-shaft in one direction, a spring for operating the shaft in the other direction, and trigger-tripping devices between the shaft and pieces of the battery and operated by the movements of the shaft, substantially as specified. 10th. The combination with the wall of a car, the same having port-holes, a rock-shaft journaled opposite the same, a lever for operating the same, bearings on the rock-shaft and a superimposed rock-shaft, journaled therein, a battery carried by the lower shaft, a lever for operating the upper shaft, rock-arms extending from the latter shaft, levers intermediately pivoted in rear of each piece of the battery, a link connecting the same with the rock-arms and sliding trigger-trips arranged in ways at the side of each piece of the battery and connected at their rear ends to the lower ends of the aforesaid intermediately pivoted levers, substantially as specified. 11th. The combination with the wall of a car, the same being provided with port-holes, a rock-shaft arranged opposite the same and provided upon its upper sides with bearings, a lever for operating said rock-shaft, a superimposed independent shaft arranged in said bearings, a lever for operating the same, springs for drawing said superimposed shaft in one direction, a series of revolver-embracing clamps arranged on the lower rock-shaft, and trigger-tripping devices carried by the upper shaft, of a series of revolvers located in the aforesaid clamps, substantially as specified.