

Claim.—1st. In a sad iron heater, the combination of the circular plate A, having lifter holes a and bearing ribs a' , the box B integrally formed with said plate and depending therefrom, and having the upward projecting rim b , and the lug b' , and the cover C pivoted to the lug b' , and provided with knob c' , substantially as set forth. 2nd. In a sad iron heater, the combination of the circular plate A, having holes a and bearing ribs a' , the box B, integrally formed with said plate and depending therefrom, and having the upward projecting rim b and lugs b' and b'' , and the cover C, in two halves each pivoted to the lug b' , and having openings c , and downwardly projecting lugs c' , at the inner meeting edges cheeks c'' , to fit against the lug b'' , and knobs c'' , substantially as set forth.

No. 36,531. Governor for Gas Pressure.

(*Régulateur de la pression du gaz.*)

William Bowman and Charles F. Hanson, both of London, Ontario, Canada, 4th May, 1891; 5 years.

Claim.—The automatic governor composed of valve B, working on pivot M, in the chamber L, and operated by the diaphragm C.

No. 36,532. Clock. (*Horloge.*)

Samuel Davison, assignee of Stephen Willock, both of Toronto, Ontario, Canada, 4th May, 1891, 5 years.

Claim.—1st. In combination, with two or more bells and hammers therefor, a rotary wheel having a series of teeth cut on the periphery thereof and bent to engage with different hammers, substantially as described. 2nd. The combination of a driving mechanism, two or more bells and corresponding hammers therefor, with a wheel having a series of fingers projecting from the same, and constructed and arranged to be removed without breaking the connection of the driving mechanism, substantially as described. 3rd. In combination, with a driving mechanism, a wheel having a series of fingers projecting from it and driven by and independently geared to said driving mechanism, whereby said wheel may be detached from said mechanism without affecting the latter, in combination with two or more pivoted bell-hammers arranged in the path of the fingers formed on said wheel, substantially as and for the purpose specified. 4th. In combination, with a driving mechanism, a wheel having a series of fingers projecting from it and driven by and independently geared to said driving mechanism, whereby said wheel may be detached from said mechanism without affecting the latter, two or more pivoted bell hammers arranged in the path of the finger formed on the said wheel, in combination with mechanism arranged to start and stop the driving mechanism, substantially as and for the purpose specified. 5th. A wheel having a series of fingers B, projecting from its rim or periphery and independently geared to an ordinary striking mechanism of a clock, a rim or wheel F, fixed to the wheel A, and having notches a , made in its periphery, in combination with the arms G, I, and L, fixed to the rock shaft H, and arranged to operate in connection with the notches a , cam J, and pin M, substantially as and for the purpose specified. 6th. The arm G, fixed to the rock-shaft H, and extending to the notched wheel F, the arm I, fixed to the rock-shaft H, and extending to the cam J, the arm L, fixed to the shaft H, and extending to the path of the pin M, in the spur wheel K, in combination with an arm N, fixed to the rock-shaft O, and extending to a point below the arm L, the finger P, fixed to the rock-shaft O, and extending to a point in the path of the pin Q, the arm S, fixed to the rock-shaft O, extending to a point in the path of the pin M, substantially as and for the purpose specified.

No. 36,533. Car Coupler. (*Attelage de chars.*)

Thurmond Car Coupling Company, New York, State of New York, U.S.A., assignee of William D. Thurmond, Forsyth, Georgia, U.S.A., 4th May, 1891, 5 years.

Claim.—1st. In a hook coupler, the combination of a coupling hook and draw-head, provided with a plurality of pivot bearings for said hook, and in combination therewith, of a locking-bar having a motion at right angles to the hook-shanks, substantially as and for the purpose specified. 2nd. In a hook coupler, the combination of a coupling hook and a draw head provided with a plurality of pivot bearings for said hook, one of said pivot bearings D being arranged in the plane of the inner or engaging face of the hook, substantially as and for the purposes specified. 3rd. In a hook coupler, the combination of a coupling hook and a draw head provided with a pivot bearing D, and one or more pivot bearings formed on arcs of circles drawn from the centre of said bearing D, substantially as and for the purposes specified. 4th. In a hook coupler, the combination of a coupling hook and a draw head provided with a plurality of pivotal bearings for said hook, whereby the function of the hook is not impaired should one of the bearings give way, substantially as and for the purposes specified. 5th. In a hook coupler, the combination of a coupling hook and draw head provided with a plurality of pivotal bearings for said hook, and a stop to limit the rotation of the hook on said bearings, substantially as and for the purposes specified. 6th. In a hook coupler, the combination of a coupling hook and a chambered draw head for the reception of the hook shank, said parts being provided with a plurality of bearings connecting them pivotally together, and a stop to limit the rotation of the hook on said bearings, and prevent its swinging completely out of the chamber, whereby said hook cannot be withdrawn from the draw head should one of the bearings give way, substantially as and for the purposes specified. 7th. In a hook coupler, the combination of a coupling hook provided with a pivot bearing and a shoulder b' , and tongue b'' , on the shank thereof, and forming segmental bearings, said segments being arcs of circles, the centre of which is that of the pivot bearing and a draw head provided with a chamber for the reception of the shank of the hook, also with pivot bearings a' , a groove a'' , and a shoulder a''' , in the opposite faces thereof and co-operating with the bearing shoulder and tongue of the hook, substantially as and for the purposes specified. 8th. In a hook coupler, the combination, with a coupling hook provided with a pivot bearing

and a shoulder b' , and tongue b'' , on the shank thereof, forming segmental bearings, said segments being arcs of circles, the centre of which is that of the pivot bearing, a draw head provided with a chamber for the reception of the shank of the hook, also with pivot bearings, a groove a'' , and shoulder a''' , in the opposite faces thereof, and co-operating with the bearing shoulder and tongue of the hook, of a stop to limit the rotation of the hook, and a locking bolt or bar provided with an attenuated shank and movable in a plane at right angles to the plane of motion of the hook, substantially as and for the purposes specified. 9th. In a hook coupler, the combination, with the draw head and the coupling hook pivoted thereto, of a locking bar C, provided with a segmental shank c , constructed to form the shoulder c' , provided with the bevelled or inclined portion c'' , the shoulder c'' , the vertical groove c''' , and inclined recess c'''' , and the lifting rod E, provided with the bevelled arm e , substantially as and for the purposes specified. 10th. In a hook coupler, the combination, with the draw bar and draw head provided with an opening in the wall intervening between the two, of the locking bar C, provided with an opening or perforation in the shank c , thereof, substantially as and for the purposes specified. 11th. In a hook coupler, the combination of the draw head provided with circular flanges on its front end, with a knuckle or coupling-head provided with corresponding grooves to receive the flanges, and which flanges and grooves are made to receive the buffing and drawing strain, substantially as described.

No. 36,534. Car Coupler. (*Attelage de chars.*)

Thurmond Car Coupling Company, New York, State of New York, U.S.A., assignee of Thomas L. McKeen, Easton, Pennsylvania, U.S.A., 4th May, 1891; 5 years.

Claim.—1st. In a car coupling, the combination, with a pivoted nose provided with a tail piece having a recess in and projection on its rear edge of a locking pin arranged in the path of the tail piece, and having a recess in its face for the passage of the tail piece, and a recess in its locking side corresponding in location with that on its face, substantially as and for the purposes specified. 2nd. In a car coupling, the combination, with a pivoted nose provided with a tail piece having a recess and a projection on its rear edge, and a swell on the face of the projection of the tail piece, of a locking pin arranged in the path of the tail piece and having a recess in its face for the passage of the projection on the tail piece, and a suspension shoulder on its locking side just below the head of the locking pin, substantially as and for the purposes specified. 3rd. In a car coupling, the combination, with a pivoted nose having a tail piece provided with a recess or projection, and a swell on the face of the projection, of a locking pin arranged in the path of the tail piece and having a recess in its face, a recess in its locking side corresponding in location with the first named recess, and a suspension shoulder just below the head of the pin on the locking side thereof, substantially as and for the purposes specified. 4th. In a car coupling, the combination, with a pivoted nose having a tail piece provided with a swell or boss for tripping the locking pin, of a locking pin arranged in the path of the tail piece provided with a recess in its face for the passage of the tail piece, and a suspension shoulder on its locking side, substantially as and for the purposes specified. 5th. In a car coupling, the combination, with a pivoted nose having a tail piece, and a swell or boss on the face of the tail piece for tripping the locking pin, of a locking pin arranged in the path of the tail piece and having a recess in its face, and a suspension shoulder just below the head of the pin on the locking side thereof, substantially as and for the purposes specified. 6th. In a car coupling, the combination of a pivoted nose having a tail piece, a locking pin recessed for the passage of the tail piece of the pivoted nose, said locking pin having a suspension shoulder and a lifting lever arranged at one side of the central line of the coupling and connected with the locking pin, substantially as and for the purposes specified. 7th. In a car coupling, the combination of a pivoted nose having a tail piece provided on its face with a swell or boss for tripping the locking pin, of a locking pin recessed for the passage of the tail piece, said pin having a suspension shoulder and a lifting lever arranged at one side of the central line of the coupling and connected with the locking pin, substantially as and for the purposes specified.

No. 36,535. Car Coupler. (*Attelage de chars.*)

Thurmond Car Coupling Company, New York, State of New York, U.S.A., assignee of Thomas L. McKeen, Easton, Pennsylvania, U.S.A., 4th May, 1891; 5 years.

Claim.—1st. In a car coupling, the combination, with a recessed draw head, of a pivoted nose having a tail piece which enters the recess of the head, and a locking pin having a projection or offset on its lower end, which offset projects beneath and beyond the tail piece, substantially as and for the purposes specified. 2nd. In a car coupling, the combination, with a recessed draw-head, of a pivoted nose having a tail piece which enters the recess of the head, and a locking pin having a diagonal or lateral corner projection which extends beneath the tail piece of the pivoted nose when the tail piece is within the recess of the head, substantially as and for the purposes specified. 3rd. The combination, with the tail piece of a pivoted nose coupler, of a locking pin having a recess on its face for the passage of the tail piece, and a lateral projection which extends beneath the tail piece, substantially as and for the purposes specified. 4th. In a car coupler, the combination, with a recessed draw head, of a pivoted nose, having a tail piece which enters the recess of the head, and a locking pin having the offset or projection 15 at its lower end, substantially as and for the purposes specified.

No. 36,536. Artificial Denture.

(*Dent artificielle.*)

The Hydro Carbon Furnace Company, Toronto, Ontario, assignee of Charles H. Land, Detroit, Michigan, U.S.A., 4th May, 1891, 5 years.

Claim.—1st. As an article of manufacture, an artificial tooth sec-