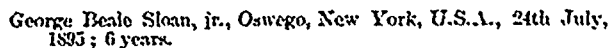


at the rear end thereof, an electric lamp constructed and adapted to be removably connected with the cap and the contact points at the

No. 49,553. Sectional Band for Springs.

(Bande en section pour ressorts.)



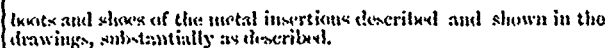
Claim.—1st. A rectangular band for leaf springs divided into sections, and suitable means where by the sections can be locked together, substantially as described and shown. 2nd. A rectangular band for leaf springs divided centrally into two parts, a locking device on each of two sides of the band, and means on said sides to engage the locking devices, substantially as and for the purpose set forth. 3rd. A band for leaf springs divided into two parts equal in size and corresponding in shape to each other, and a pair of locking devices for holding said parts together and releasing said parts when desired, as and for the purpose described. 4th. A band for leaf springs divided centrally and vertically in two parts, a locking device on the top and bottom sides of the band, and means on said sides of the band to engage the locking devices, as set forth. 5th. A rectangular band for leaf springs divided centrally in two parts, semi-circular projections on each part lying opposite each other and provided with lips, and plates provided with apertures to enclose said projections and recesses in the sides of the apertures, as and for the purpose described. 6th. A band for leaf springs divided centrally into two parts, a locking device on each of the divided ends to hold the parts together, and suitable means to secure the locking devices against displacement, as set forth.

No. 49,354. Sides and Heels, or bottoms of Boots and Shoes. (*Semelle et talon de chaussures.*)

William Frost, Fenchurch Street, London, England, 24th July,
1885; 6 years.

Claim.—1st. Insertions for the soles and heels of boots and shoes

constructed and used substantially as heretofore described. 2nd. The employment in and combination with the soles and heels of

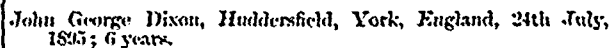


No. 49,535. Car-Coupler. (Attelage de chars.)



Claim.—1st. A draw-bar provided with a solid projecting head constructed to enter and engage with the pin of a bull-nose coupling and shoulders on the upper and lower sides in rear of the head to engage the face of said coupling. 2nd. A draw-bar provided with a solid projecting head integral with the bar, in combination with a plate having an orifice through which the draw-bar passes, and upper and lower flanges. 3rd. A draw-bar provided with a projecting head integral with the bar, in combination with a plate through which said bar passes and provided with upper and lower rearwardly extending flanges, and a cushion between said plate and the sill of a car. 4th. A draw-bar provided with a primary buffing-spring in the front part thereof and a draft and secondary buffing-spring in the rear part. 5th. A draw-bar provided with a primary buffing-spring, a draft and sec. dary buffing-spring and suitable followers within the draw-bar, in combination with a tail bolt. 6th. A draw-bar having one or more buffing-springs within the bar, in combination with a buffer-plate through which the draw-bar passes and a cushion in rear of said plate.

No. 49,556. Fog Signalling Apparatus for Railways. (*Appareil de signal de brume pour chemin de fer.*)



Claim.—1st. An automatic fog-signal apparatus operating that the passage of each train over a trestle, sets a detonator on the rail behind it ready for the next train, all substantially as set forth, and as illustrated in the accompanying drawing. 2nd. An automatic fog-signal apparatus, the detonator jaws and detonator of which are capable of being moved out of contact with a passing train when the signal to which it applies and is connected is moved to the safety attitude, all substantially as set forth, and as illustrated in the accompanying