

a hinged pawl *f*, disposed below the said hooks *b*, with its point or free end lying in close proximity with the point of the hooks *b*, when turned down and in their engaged position, the ring or hook *m*, of the raising and lowering tackle of the boat being adapted to pass on to said hooks *b*, over their ends, and means, such as a bar or bars, ropes or cords or levers, by which said hooks are connected together and adapted to operate in unison.

No. 37,147. Truss. (*Bandage herniaire.*)

Thomas R. Park, Rial A. Pickens and John A. Camden, all of Parkersburg, West Virginia, U.S.A., 12th August, 1891; 5 years.

Claim.—In a truss, a body-band, crotch-straps and pads of a frusto-conical shape provided on their rear faces with central perforations filled with a suitable medicant, and a plate rigidly secured to the rear faces of the same, said plate having a hinged plate at one end, which is provided on its edges with a series of serrations, and a spring-catch at the opposite end of said plate to engage said hinged plate, said pads being attached to the free ends of the crotch-straps and connected with the body-band by the hinged plate on its rear face clamping over the same, substantially as described.

No. 37,148. Vapor Burner. (*Bec à vapeur.*)

John A. Lannert and William R. Jeavons, both of Cleveland, Ohio, U.S.A., 12th August, 1891; 5 years.

Claim.—1st. A vapor-distributing chamber closed to prevent combustion therein, and having an oil or vapor supply pipe, and a narrow neck or opening along one edge for the escape of vapor, in combination with combustion tubes about said opening, substantially as described. 2nd. In a vapor-burner, a trough-shaped base and a closely fitting cover extending part way over its top and forming a vapor distributing chamber between said parts, said chamber having a narrow opening for the escape of vapor, in combination with an oil or vapor supply pipe, substantially as described. 3rd. In a burner having a vapor-containing chamber, a base trough-shaped in cross section, and a cover narrower than the top of the base fitting closely on one edge thereof, in combination with perforated tubes extending from about the edge of said cover, and one edge of said base respectively and in metallic connection with said parts, whereby the said base and its connections are heated, substantially as described. 4th. The top section of the burner forming a cover and a stationary supply pipe, in combination with the vertically movable lower section of the burner, a lever supporting said lower section, and flues connected with both sections of the burner, substantially as described. 5th. The fixed upper section of the burner, and the movable lower section combustion flues or tubes connected respectively with said sections, and guides for the inner tube, substantially as described. 6th. The fixed upper section of the burner, and the movable lower section, combustion flues on said sections respectively, and a separate air and flame deflector over the flues, substantially as described. 7th. The stationary upper section of the burner, and the movable lower section, in combination with a lever supporting the lower section, and catches for the lever at different elevations, substantially as described. 8th. In a vapor burner, a fixed upper section and movable lower section having a wick, and mechanism, whereby the lower section is supported and moved laterally to receive the drip on the wick, substantially as described. 9th. In a vapor burner, the vaporizing bowl provided with a wick, the supply pipe, and a conveyor for the oil between the end of the pipe and the bowl, and the combustion tubes, substantially as described. 10th. The removable vaporizing bowl having concentric grooves, and a wick in one groove and an oil supply pipe to deliver the oil into said grooves, and the combustion tubes, substantially as described. 11th. The bowl of the burner having concentric grooves, and a wick in the inner groove for initial lighting, a cover extending part way over said bowl and the combustion tubes, substantially as described. 12th. A hydrocarbon burner having a stationary top section provided with a supply pipe, and a movable vaporizing lower section, substantially as described. 13th. The stationary upper section of the burner, the movable lower section, and the lever supporting the lower section swiveled on a lower plane than the lower section, so that it throws it out of line when being lowered, substantially as described. 14th. In a vapor burner, the lower section of the burner forming a bowl, the upper section of the burner forming an annular ring for the tube, one removable from the other, and guides to bring one concentric with the other, substantially as described. 15th. In a vapor burner, a lower section forming a bowl, an upper section forming an annular ring for the tube, one removable from the other, and mechanism for moving one from the other and securing one to the other, substantially as described. 16th. A lower section of the burner forming a bowl, an upper section forming an annular ring for the tube, one removable from the other, combustion flues or tubes connected to said sections, and guides for the flues, substantially as described. 17th. In a vapor burner, a vaporizing bowl, a swiveled support for the bowl, and means to hold the bowl support in a raised position, substantially as described.

No. 37,149. Press Board. (*Planchette à presser.*)

Sarah Katherine Hibler, Stamford, Connecticut, U. S. A., 12th August, 1891; 5 years.

Claim.—The herein described press-board, consisting of a base, opposite standards having their upper ends notched or recessed to form seats, and a rigid press-bar having its opposite sides curved in the same direction and terminating in reduced tenons for removably fitting the seats of the standards, substantially as specified.

No. 37,150. Vehicle-Top Support. (*Support pour couvertures de voiture.*)

Samuel Sanders, Montezuma, Iowa, U. S. A., 12th August, 1891; 5 years.

Claim.—1st. In a vehicle-top support, the combination, with the back bow of a vehicle, of a concave shoe fitting the back bow and

provided with depending arms, the ends of the latter being bent forwardly, clips for securing the shoe to the back bow, a yielding rod or spring with its forward end bearing upon the rest or prop of the vehicle, clips or ferrules for securing the rear end of the spring to the forwardly-extending portions of the depending arms, and vertical rivets or bolts passing through said clips and arms, substantially as set forth. 2nd. In a vehicle-top support, the combination, with a back bow of a vehicle, of a shoe formed or provided with depending arms, the ends of the latter being bent forwardly, clips for securing the shoe to the back bow, transverse screws passing through screw-threaded apertures in the upper ends of said clips, a vertical screw passing through the rear ends of the shoe into the back bow, yielding rod or spring, clips or ferrules, embracing the sides of the spring and the forwardly-extending portions of the depending arms, and vertical rivets or bolts for securing the clips or ferrules to the forwardly-extending portions of the arms, substantially as set forth.

No. 37,151. Apparatus for Rolling Car Wheels, Tires, etc. (*Appareil à laminier les roues des chars, bandages, etc.*)

Nathan Washburn, Boston, Massachusetts, U. S. A., 12th August, 1891; 5 years.

Claim.—1st. In a rolling-mill or apparatus for the compression and reduction of circular metallic objects, the combination, with a supporting-frame, a series of rollers carried thereby, and means to move one or more of said rollers, of a gage to limit the movement of the movable roller to thereby limit the reduction of the circular object, substantially as described. 2nd. In a rolling-mill or apparatus for the compression and reduction of circular metallic objects, the combination, with a supporting-frame, consisting of a base, a slotted upright portion, and slotted arms, blocks *b¹*, *b²*, in said arms, provided with rollers, a plunger in said slotted upright portion, a roller carried by said plunger, a cylinder having a piston connected to said plunger, a driving-roller *d*, to impart rotation to the car-wheel or other object, and a gage loosely secured to the frame-work to limit the movement of the plunger and its roller, substantially as described.

No. 37,152. Electric Railway System.

(*Système électrique de chemin de fer.*)

David Gustavus Weems, Baltimore, Maryland, U.S.A., 12th August, 1891; 5 years.

Claim.—1st. In an electric railway system, a train of cars propelled by an electric current which also heats and lights the cars, and a headlight and signals in the circuit and lighted thereby, substantially as described. 2nd. In an electric railway system for passenger traffic in which a train of cars is propelled, lighted, and heated by a current from an electric rail, a locomotive or carrier having pointed end and headlight, and a rear car having a pointed end the apex of which is provided with a signal light, said headlight and signal light being in the main circuit and lighted thereby, substantially as described. 3rd. In an electric railway system for passenger traffic, in which a train of cars is propelled, lighted and heated by a current from an electric rail, a headlight and rear signal light in said circuit and lighted thereby, and an independent conductor conveying a secondary current to telegraphic or other instruments on the train, substantially as described. 4th. In an electric railway system for passenger traffic, a locomotive having a motor and a train of cars attached thereto, main rails with upper and lower treads or bearing surfaces, a conductor beneath the rails for conveying an electric current from an electric rail to the motor, and to the lights, signals, and heaters which are arranged in a common circuit, substantially as described. 5th. In an electric railway system, operated by a current from an electric rail, a locomotive or carrier having a pointed front capable of movement in vertical planes, substantially as described. 6th. In an electric railway system operated by a current from an electric rail, a locomotive or carrier having a pointed end or front hinged or jointed to the body thereof, and movable about its joint, whereby said joint may be adjusted, substantially as described. 7th. In an electric railway system operated by a current from an electric rail, a locomotive or carrier having its pointed end or front hinged to the body portion, and a system of levers connected with said movable point or front, whereby the latter is adjusted, substantially as described. 8th. In an electric railway system operated by a current from an electric rail, a locomotive having a pointed front end, a rear car having a pointed rear end, and a signal light on the apex of the pointed rear end, substantially as described. 9th. In an electric railway system operated by a current from an electric rail, a locomotive having an adjustable front or point provided with a lookout, substantially as described. 10th. In an electric railway system, a car or carrier having its rear end pointed and having in the apex thereof a signal light, substantially as described. 11th. An electric railway system for passenger traffic, comprising the following instrumentalities, to wit, a train of cars, the locomotive and rear car having a pointed end as described, said locomotive carrying a motor, a main conductor conveying an electric current to the motor and propelling, heating and lighting the cars, signals in the main circuit, and telegraphic instruments in a secondary circuit, substantially as herein described. 12th. In electric railways, a car or carrier having closed semi-elliptical housings bolted to its external sides and adapted to contain the journal boxes for the shafts of the main bearing wheels. 13th. In electric railway systems, the car or carrier having bearing wheels within and rear the inner walls thereof, and the axles for said wheels projecting through the sides of the car or carrier, in combination with closed semi-elliptical housings extension of the car provided with journal boxes for the ends of said axles, substantially as described. 14th. The rail C, secured to the inner upper corners of the stringers or longitudinal beams and provided with an upper and lower bearing surface or tread and longitudinal flange or rib, substantially as herein described. 15th. The combination, with a carrier or which having bearing wheels and supplemental wheels