

able superimposed horizontal partitions, the lower partition having upper and lower projections and the upper partition with lower projections only, substantially as set forth. 3rd. The combination, in a washing machine, of a box mounted upon rockers, vertical guides located on the inner sides thereof, horizontal removable partitions provided with projections, located on each end of the box, and designed to act on the goods or material at each end as it leaves the action of the partitions, substantially as set forth.

### No. 36,253. Car Coupler. (*Attelage de chars.*)

William Ira Langford and John Edward Langford, both of Bedford, Virginia, U.S.A., 1st April, 1891; 5 years.

*Claim.*—1st. In a car coupling, the combination, with the draw-head having a web provided with an inclined front face and a notch through its body, of a coupling bar mounted on a horizontal pivot in said draw head in rear of the web and resting normally in said notch, substantially as described. 2nd. In a car coupling, the combination, with the open topped draw head D, and the rearwardly inclined web W, therein, having a notch N, in its upper edge, of the connecting bar C, mounted on a horizontal pivot through the draw head in rear of said web, and resting normally in the notch therein, and a laterally enlarged head A, at the front end of said bar, having a beveled under front end, as and for the purpose set forth. 3rd. In a car coupling, the combination, with a draw head having a web provided with a notch in its upper edge, of a link having a head at one end for engagement with said notch and an eye at its other end standing in a horizontal plane, as set forth. 4th. In a car coupling, the combination, with a draw head having an inclined web provided with a notch, and a coupling bar mounted on a horizontal pivot in said draw head in rear of the web and resting normally in said notch, the free end of said bar having a laterally enlarged head, of a link L, having an eye at one end and a head A, at the other end, and an inclined face F, upon said link between its ends, each and all substantially as and for the purpose hereinbefore set forth.

### No. 36,254. Wrench for Pipes. (*Clé à tuyau.*)

George Henry Buzzell, Boston, Massachusetts, U. S. A., 1st April, 1891; 5 years.

*Claim.*—1st. In a pipe wrench, a handle chambered longitudinally at one end and provided with slots in the walls thereof, in combination with two movable jaws mounted on a pivot fitted to slide in said slots, substantially as set forth. 2nd. In a pipe wrench, a handle provided with a chamber opening through one end and having slots in its walls, in combination with a pivot fitted to slide in said slots, two movable jaws mounted on said pivot and projecting from the mouth of said chamber, and mechanism for securing said pivot in said slots, substantially as described. 3rd. In a pipe wrench, a chambered body or handle, in combination with a movable pivot or bolt fitted to slide laterally in slots in the chamber walls, a check-nut for said bolt, two jaws pivoted in said bolt and projecting from said chamber, and a spreader for said jaws, substantially as set forth. 4th. In a pipe wrench, the body or handle A, provided with the chamber *b*, having the slots *h*, roughened or corrugated at *m*, in combination with the pivot bolt *i*, the check-nut *k*, thereon, and the jaws B, C, pivoted on said bolt, substantially as described. 5th. In a pipe wrench, the handle A, chambered at *b*, and provided with the slots *h*, and spreader *d*, in combination with the bolt *i*, and nut *k*, the toothed jaw B, and smooth jaw C, pivoted on said bolt, all being arranged to operate substantially as described.

### No. 36,255. Boot and Shoe. (*Chaussure.*)

Richard Nagle, Lynn, Massachusetts, U. S. A., 1st April, 1891; 5 years.

*Claim.*—1st. A boot or shoe having a fold or plait arranged in its upper between the toe and heel portions thereof, said plait being disposed between the soles outside the sole-seam, and an elastic sheet secured to the inner face of the upper across said plait, substantially as and for the purpose set forth. 2nd. A boot or shoe having a fold or plait in its upper, concealed between the soles, said upper at the outer side of said plait being secured to an elastic sheet attached to the lining, and said sheet and upper being secured to the sole by the sole-seam at the opposite side of said plait, substantially as described.

### No. 36,256. Construction of Window Sashes. (*Construction des croisées.*)

Frederick James Rice, Toronto, Ontario, Canada, 1st April, 1891; 5 years.

*Claim.*—As a new article of manufacture, the combination, with the window pane, of the projections *a*, rubber strips *b*, inner strips *c*, and the top and bottom rails hunched into the stiles, substantially as and for the purpose specified.

### No. 36,257. Truck for Cars. (*Châssis de chars.*)

Edward William MacKenzie Hughes, Chicago, Illinois, U. S. A., 1st April, 1891; 15 years.

*Claim.*—1st. The combination, in a railway truck, of the pressed steel truck frames provided with a flanged opening for the reception of a bolster beam box, a pressed steel bolster beam box fitting the flange of said opening and extending transversely from truck frame to truck frame, and having its exterior ends supported by the flanges of said truck frames and fastened thereto, and a pressed steel bolster beam vertically movable in said box, substantially as described. 2nd. The combination of the pressed steel box, bolster

beam 5, the pressed steel bolster beam box 5, the spring plates 9, 9, and the springs inclosed in said pressed steel box, and the truck frames 1, provided with flanges 4, integral therewith and forming supports for the bolster beam box 5, which is attached to said flanges, substantially as described. 3rd. The combination of the pressed steel truck frames 1, 1, the pressed steel cross pieces 2, 2, having closed box ends surrounding and fitting the ends of the truck frames 1, the pressed steel bolster beam box 5, the pressed steel bolster beam 5, and the pressed steel journal plates 7, 8, substantially as described. 4th. The combination of the pressed steel flanged side frames 11, and 12, and the pressed steel flanged end frames 13, and 14, the flanges of said frames accurately fitting against each other, so as to produce an accurately rectangular frame, substantially as described. 5th. The combination of the pressed steel side frames 11, and 12, having flanges at right angles to their main plane, and the pressed steel flanged end frames 13, and 14, having their flanges at right angles, fitting accurately the flanges of the side frames 11, and 12, and the whole firmly attached by riveting or welding, so as to insure a rectangular frame, substantially as described. 6th. The combination of the pressed steel side frames 11, and 12, having flanges at right angles to their main plane, and the pressed steel flanged end frames 13, and 14, having their flanges at right angles, fitting accurately the flanges of the side frames 11, and 12, and the bolster beam box 16, fitting the flanged side frames 11, and 12, the whole firmly attached by riveting or welding, so as to insure a rectangular frame, substantially as described. 7th. A truck frame for vehicles, having the side frames and end frames integral, substantially as described. 8th. A truck frame for vehicles, having the side frames and end frames integral, the said side frames and end frames being pressed from a single piece of metal into a box shape, substantially as described. 9th. The truck for moving vehicles herein shown, consisting of a single piece of pressed steel having side frames, end frames, and pedestals pressed therein, substantially as described. 10th. A truck frame for rolling vehicles, in which the side frames, end frames, and transom are formed of one piece of metal, substantially as described. 11th. A truck for rolling vehicles, having the side frames, end frames, and transom all pressed of one piece of metal, so as to form boxes, substantially as described. 12th. The combination of the truck 23, with the axle safety bars 28, formed of pressed steel, substantially as described. 13th. The truck for vehicles herein shown, having the side frames, end frames, and transom and pedestals all pressed from one piece of metal, substantially as described. 14th. The combination of the side pieces 31, 31, having flanges 32, and 33, on alternate sides thereof, with the end boxes 34, 34, substantially as described. 15th. The combination of the side pieces 31, 31, having internal flanges 33, with the end box 31, and the transverse framing 36, supported upon the flanges 33, substantially as described. 16th. The combination of the side pieces 31, 31, having internal flanges 33, with the end box 34, the transverse framing 36, supported upon the flanges 33, and the longitudinal beams 35, 35, resting on the flanges of the parts 36, and 34, substantially as described. 17th. The side frames having flanges 32, 33, the internal flange 33, being folded back, as at 39, substantially as described. 18th. The arch beam connections shown, consisting of the two channel arch beams 43, 43, and the cross pieces 37, 37, attached to the beams 43, 43, by plates 40, 41, substantially as described. 19th. A truck frame for rolling vehicles, having the side frames and transom formed of one piece of metal, which affords the necessary strength and rigidity without the employment of end frames, substantially as described. 20th. A truck for rolling vehicles, consisting of the box shaped side frames and transom pressed from a single plate of metal said transom affording sufficient strength and rigidity without the employment of end frames, substantially as described. 21st. The combination of the side frames 43, 43, the transom 44, and the stiffener 47, the said side frames being unprovided with end frames and relying for their support upon the transom 44, and stiffener 47, substantially as described. 22nd. The combination of the wheel pieces 50, 50, formed of pressed steel and flanged at 52, with the pressed steel transom 53, having flanges 54, bearing against the side frames, thereby insuring the parallelism of the side frames without end frames, substantially as described. 23rd. The combination of the side frames 50, 50, of pressed steel, and having flanges 52, with the transom 53, of pressed steel, having flanges 54, and lugs 56, 56, 56, pressed from the flanges 54, substantially as described. 24th. The combination, in a car truck, of the wheel frames 60, having a pocket 63, with the pressed steel box transom 61, the end thereof fitting the pocket 63, substantially as described. 25th. The combination of the wheel pieces 60, 60, having pockets *s* 63, 63, 63, 63, with the pressed steel box transom 61, 61, having the ends of the boxes 61, 61, riveted in the pockets 63, 63, 63, 63, substantially as described.

### No. 36,258. Bolster Beam for Cars.

(*Sommier de chars.*)

Edward William MacKenzie Hughes, Chicago, Illinois, U. S. A., 1st April, 1891; 15 years.

*Claim.*—1st. A pressed steel bolster beam formed of one piece of metal, and in the shape of an inverted box having sides and ends integral with the remainder of the box, substantially as described. 2nd. The combination of the pressed steel bolster beam 1, formed of one piece of metal and having sides and ends integral with the beam itself, and the pressed steel bolster beam box *a*, formed of one piece of metal, and having sides and ends integral with the beam box itself adapted to receive the same, substantially as described. 3rd. The pressed steel bolster beam box 2, cut away at the end 3, for passage through the truck frames, substantially as described.

### No. 36,259. Spring for Platform Rocking Chairs. (*Ressort pour fauteuil à bascule.*)

Oron Edward Lambert, Wawanese, Manitoba, Canada, 1st April, 1891; 5 years.

*Claim.*—The combination of the springs *a*, *d*, and *b*, *c*, with the platform rocker, substantially as and for the purpose hereinbefore set forth.