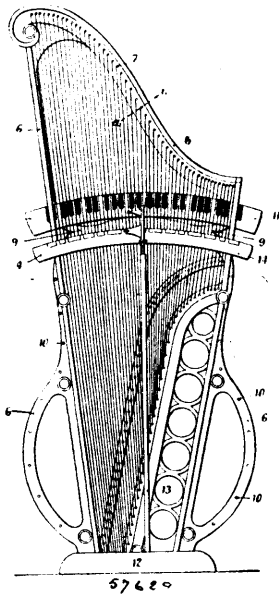


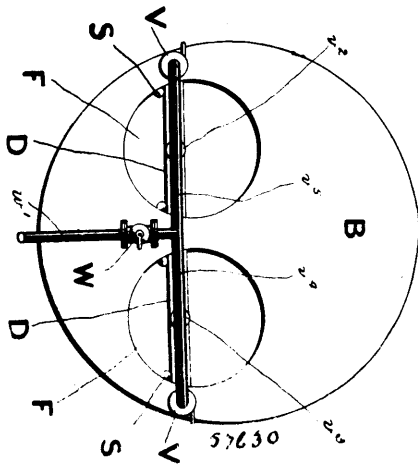
**No. 57,629. Musical Stringed Instrument.**  
(*Instrument de musique à cordes.*)



Henry Müller, Camberwell, London, England, 1st October, 1897; 6 years. (Filed 28th June, 1897.)

*Claim.*—In a musical stringed instrument as aforesaid, the combination of a metallic frame, of a form approximating to that of a harp, having wires or strings stretched thereupon, the frame being also fitted with a sounding-board; also a sliding scale-board, and a sliding board for operation with a picker stick, severally operating, substantially as hereinbefore described.

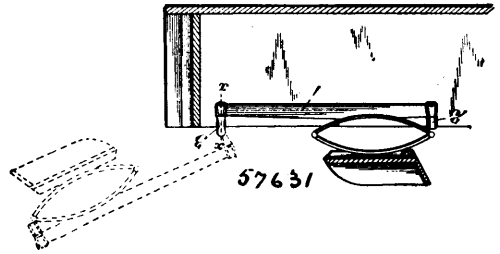
**No. 57,630. Grate for Steam Boilers.**  
(*Grilles pour chaudières à vapeur.*)



Alfred Davy and John Edey, London, England, 1st October, 1897; 6 years. (Filed 14th September, 1897.)

*Claim.*—1st. The improvements in grates for steam boilers or for furnaces in conjunction with steam boilers or vessels consisting of a suspended or hollow bridge and dead plate with tubular or hollow bars mounted between the bridge and dead plate with provisions for the free movement of the dead plate or the bridge, and with communication through pipes at the front for the free circulation of the water through the arrangement, substantially as herein set forth and shown upon the accompanying drawings. 2nd. In circulating grates the use of circulating cocks or valves with their pipes and the blow-off cock or valve, as and for the purpose herein set forth and shown. 3rd. In circulating grates the mode of supporting the dead plate upon water studs or their equivalents, to allow for freedom of expansion and contraction in the bars. 4th. In circulating grates the mode of hanging the bridge with a flexible neck or its equivalent, substantially as and for the purpose set forth. 5th. The improvements in the grates for steam boilers, substantially as set forth and as shown upon the drawings.

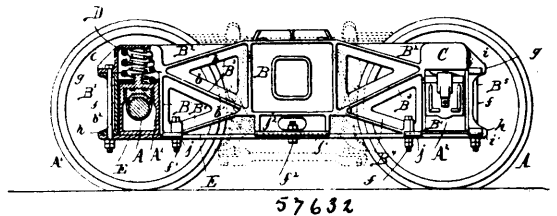
**No. 57,631. Wagon Seat.** (*Siège de wagon.*)



Elmer E. Wilson and Joseph W. Uncapher, both of Coffeyville Kansas, U.S.A., 1st October, 1897; 6 years. (Filed 17th September, 1897.)

*Claim.*—1st. In a device of the class described, the combination of a hanger provided at its top with a horizontal pivot arranged to extend over the upper edge of a wagon-body, a clamp provided at its top with an eye to receive the pivot and having depending sides for straddling the upper edge of a wagon-body, the outer side being provided with a threaded opening, a screw arranged in the threaded opening, provided with a ratchet and having a swivelled head or plate at its inner end to engage a wagon-body, and a pivoted pawl mounted on the clamp and engaging the ratchet, substantially as described. 2nd. In a device of the class described, the combination of a hanger provided at its top with a horizontal pivot, a clamp having depending sides and provided at its top with an eye receiving the said pivot, a screw mounted in a threaded opening of the outer side of the clamp and provided with longitudinal flutes or grooves forming a ratchet, and a pawl mounted on the clamp and engaging the ratchet of the screw, substantially as described.

**No. 57,632. Car Truck.** (*Chassis de chars.*)



The Gould Coupler Company, assignee of Willard F. Richards, all of New York, State of New York, U.S.A., 1st October, 1897; 6 years. (Filed 17th September, 1897.)

*Claim.*—1st. A side frame for car trucks formed of a single piece of cast metal and composed of a central portion or panel, upper inclined arch bars extending downwardly and outwardly from the upper portion of the panel, lower reversely inclined arch bars extending upwardly and outwardly from the lower portion of the panel, horizontal caps arranged at the outer ends of said arch bars, inner pedestal jaws extending downwardly from the outer meeting ends of said upper and lower arch bars, and auxiliary arch bars extending downwardly from the inner ends of said lower arch bars to the lower ends of said pedestal jaws, substantially as set forth. 2nd. A side frame for car trucks, composed of a central portion or panel, pedestals arranged at the ends of the frame, upper inclined arch bars extending from the upper portions of said central panel to the pedestals, lower reversely inclined arch bars extending from the lower portion of said central panel to the pedestals, horizontal caps arranged at the ends of the frame above said pedestals and adapted to receive the cushioning springs of the truck, and a tie bar connecting the lower ends of said pedestals, substantially as set forth. 3rd. In a car truck, the combination with a side frame formed of a single piece of cast metal and composed of a central portion or panel, pedestals arranged at the ends of the frame and upper and lower arch bars connecting the pedestals with said central panel and converging toward the pedestals, of a tie bar connecting the lower ends of the pedestals and provided at its ends with lips which overlap the lower ends of the pedestals, substantially as set forth. 4th. In a car truck, the combination with a side frame formed of a single piece of cast metal and composed of a central portion or panel, pedestals arranged at the ends of the frame and upper and lower arch bars connecting the pedestals with said central panel and converging toward the pedestals, of a tie bar connecting the lower ends of the pedestals, the side frame being provided at its lower edge with lateral lips which overlap the edges of the tie bar, substantially as set forth. 5th. In a car truck, the combination with a side frame formed of a single piece of cast metal, and composed of a central portion or panel, pedestals arranged at the ends of the frame and upper and lower arch bars connecting said central panel with said pedestals, said pedestals having removable outer jaws provided at their ends with lateral lips, of a tie bar connecting the lower ends of said pedestals, the lips of the removable pedestal jaws overlapping