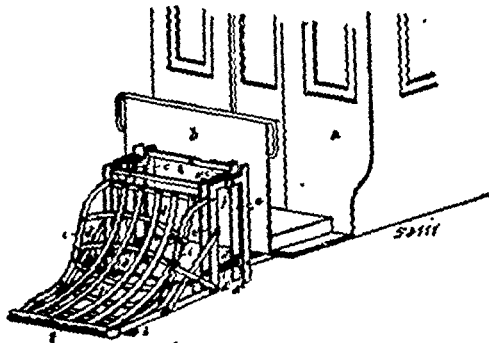


end of the shaft and formed with an angular recess in its outer side, and a nut on the shaft seated in said recess and locked therein, as set forth. 5th. The combination, with the stove-pipe and damper, the damper-shaft movable longitudinally on the damper and screw-threaded on one end and provided with a handle on the opposite end, a washer on the exterior of the pipe receiving through it the screw-threaded end of the damper-shaft and formed with nut-locking shoulders on the outer side, a nut on the shaft, and a spring interposed between the pipe and handle of the shaft and serving to hold the nut in the recess of the washer, as set forth.

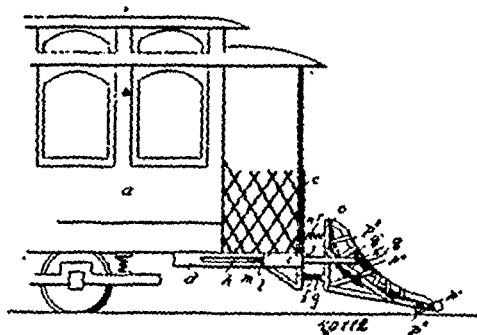
No. 50,111. Car Fender. (Défense de chars.)



Adam Leightam, assignee of Joseph Leightam, both of Reading, Pennsylvania, U.S.A., 1st October, 1895; 6 years.

Claim.—1st. A car provided with the supporting plates extending upwardly in front of the dash from and rigidly secured to the bezels beneath the platform, the upper ends thereof formed to have a fender hinged removably thereto, and swinging guides having springs for the lower part of the fender carried by the supports beneath the plane of the platform, substantially as described. 2nd. A car provided with the vertical supporting plates arranged in pairs and extending up in front of the dash and down below the same, and having the forward perforated ears at their upper ends, substantially as described. 3rd. A car provided with the vertical supporting plates extending up in front of the dash and extended below the same, and provided with the rear extensions secured to the platform timbers, and with the forward ears at its upper end, and the swinging pins pivoted between the lower ends of the plates, and having coiled springs thereon.

No. 50,112. Car Fender. Défense de chars.)

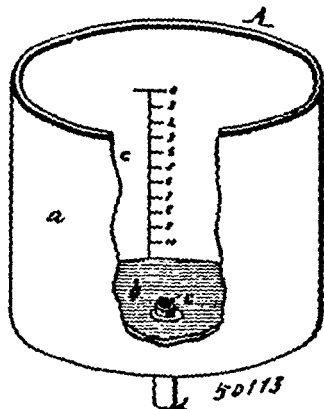


Adam Leightam, assignee of Joseph Leightam, both of Reading, Pennsylvania, U.S.A., 1st October, 1895; 6 years.

Claim.—1st. The fender comprising the rear frame and the forwardly and downwardly extending bottom frame with the sides, said fender pivotally joined at its ends to the car and springs between the car and the rear end of the fender above and below the pivotal points of the fender, substantially as described. 2nd. The fender removably pivoted to the car and having the retractive spring removably connecting the upper part of the rear end of the fender and the dasher, and the springs below the lower part of the fender and the car and removable from the fender, substantially as described. 3rd. The fender extending up in front of the dash and downwardly and forwardly below the dash, expansive springs interposed between the car and the lower part of the fender, and arms extending forwardly from the car and to which said fender is pivoted at its sides above the plane of said springs and a distance below its upper end, said fender having a limited longitudinal movement in addition to its swing, substantially as described. 4th. A car having the longitudinal sideways at its end, spring stops therein, the sliding fender supporting bars in said ways having the longitudinal slots in their outer ends, the fender pivoted at its sides in said arms so that

the pivots can slide in said slots, and springs holding the fender, substantially as described. 5th. A car having the forwardly extending slidable fender supporting arms extending beneath the platform to a point in front of the dash, brackets depending from the platform and having swinging guides provided with springs, the fender pivoted at its sides in said arms, and formed to receive said guides and be held by the springs, substantially as described.

No. 50,113. Rennet Test. (Préture pour éprouver.)

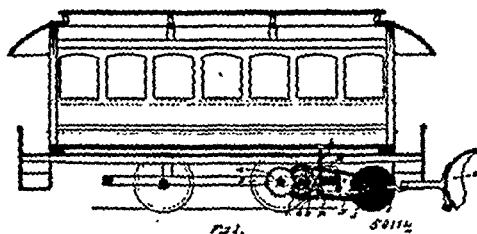


Adolf Johannes Marschall, Little Falls, New York, U.S.A., 1st October, 1895; 6 years.

Claim.—1st. The herein described method of testing milk with rennet which consists in mixing the rennet with the milk, allowing the milk to escape through a discharge aperture which has not sufficient capacity to permit of the escape of the entire volume of milk before it curdles, and through which the milk ceases to escape when it has curdled, and observing the level of the curdled milk, substantially as set forth. 2nd. The herein described apparatus for testing milk with rennet, which consists of a vessel having in its bottom a discharge aperture which has not sufficient capacity to permit of the escape of the entire volume of milk from the vessel before it curdles, and having a graduation or scale on which the level of the milk can be read off, substantially as set forth.

No. 50,114. Street Car Track Sweeper.

(Balayeuse de rails de chars électrique.)



Amédée Houle, Montreal, Quebec, Canada, 1st October, 1895; 6 years.

Claim.—1st. A street car track sweeper having two brushes or brooms K, having a circumferential ridge K¹, shaft J, brackets N, and N¹, sprocket-wheels I and G, sprocket-chain H, shaft D, brackets E, clutch G, sliding clutch block G¹, clutch shifter G², pinion C, gear-wheel B and axle A, substantially as described and for the purposes set forth. 2nd. In a street car track sweeper, the brushes or brooms K, having a circumferential ridge K¹, shaft J, brackets N and N¹, hinges n and n¹, truck frame F, bracket nut M, and screw I, substantially as described and for the purposes set forth.

No. 50,115. Steam Boiler. (Chaudière à vapeur.)

George H. Burley, Tyrone, Pennsylvania, U.S.A., 1st October, 1895; 6 years.

Claim.—1st. The combination with the fire-box of a furnace, of a movable water-back to vary the capacity of the said fire-box, and provisions for supplying water to the back to be heated, substantially as set forth. 2nd. The combination with a steam boiler furnace, of a movable water-back to reduce the capacity of the fire-box, and connections between the said water-back and the boiler to admit of the free movement of the water-back and establish communication between it and the boiler, substantially as set forth. 3rd. The combination with a boiler furnace, of a water-back adapted to move over the grate bars and through an opening in the side of the boiler, and provided with a hollow rear extension to prevent the fire from getting in the rear of the water-back when the latter is advanced