

No. 35,315. Fire Escape Ladders.*(Echelle-sauveteur d'incendie.)*

Louis Smitter and Paul Duhamel, both of Paris, France, 3rd November, 1890; 5 years.

Claim.—1st. A tubular telescopic ladder, mounted on a wheel carriage, the outermost tube of such telescopic ladder carrying, on brackets, a winch and chain gear for actuating chains which are led over and under guide pulleys, carried by the other tubes, such chains having their extremities made fast to the innermost tube, and serving, as the chain wheels are rotated, to raise or lower the sliding tubes, as desired. 2nd. A tubular telescopic ladder, mounted on a wheel carriage, each tube being fitted with a platform, as and for the purpose above set forth. 3rd. A tubular telescopic ladder, mounted on a wheel carriage and fitted with trunnions, and mounted in bearings carried by rack bars, which slide in vertical guides at the sides of the carriage, and are in gear with pinions keyed to a winch spindle, in combination with guy chains or their equivalent, attached to the upper end of the outermost tube and to the wheel carriage, as and for the purpose above set forth. 4th. In combination with a tubular telescopic ladder, mounted on a wheel carriage, and capable of turning in its bearings to permit of its tipping from a vertical to a horizontal position, a divided wheel axle with jointed coupling pieces and a sleeve, constructed, as and for the purpose above set forth. 5th. In combination with a tubular telescopic ladder mounted in rising and falling bearings fitted to a travelling carriage, the adjustable screws of the main tube, and the screw jacks of the carriage for fixing the position of the apparatus and relieving the carriage from the weight of its load, while the telescopic ladder is in use.

No. 35,316. Float Valve. (Soupape de réservoir.)

John Krehbiel, Kalamazoo, Michigan, U.S.A., 3rd November, 1890; 5 years.

Claim.—1st. In a float valve, the combination, with the casing, a float therein, connecting with a rotary valve, of a curved seat at the inlet opening, concentrically arranged in relation to said rotary valve, substantially as described. 2nd. In a float valve, the combination, with the casing B, float D, stem E, lever F, spring J, rotary valve G, curved seat O, cut-away portion P, inlet opening L, and exit opening Q, substantially as described. 3rd. In a float valve, the combination of the casing B, float D, stem E, lever F, spring J, valve G, adjustable seat, having the curved face O at the inlet opening, the exit opening Q, the valve G, being provided with the cut-away portion P, the parts being arranged to operate, substantially as and for the purpose described.

No. 35,317. Railroad Car.*(Char de chemin de fer.)*

Edgar Henry Beckley, Elkhart, Indiana, U.S.A., 3rd November, 1890; 5 years.

Claim.—1st. A railroad car, constructed with end walls, having door frames, steps leading to the sides of the car inside of the end walls, and doors at the lower ends of said steps and closing flush with the sides of the car and inclosing the steps, substantially as set forth. 2nd. A railroad car, constructed with end walls having door-frames, steps leading to the sides of the car inside of said end walls, and folding doors arranged at the lower ends of said steps, and closing flush with the sides of the car and concealing the steps, substantially as set forth. 3rd. In a railroad car, the steps arranged inside of the end walls and leading to the sides of the car, in combination with the folding doors arranged at the lower ends of the steps closing flush with the sides of the car, and having spring hinges arranged to force said doors automatically shut, substantially as set forth. 4th. In a railroad car, the steps arranged inside of the end walls and leading to the sides of the car, in combination with the doors hinged to the ends of the side walls of the cars to close flush with said side walls, said doors being composed each of two sections hinged together, and having spring hinges that serve to force said doors automatically shut, substantially as set forth. 5th. In a railroad car, the steps arranged inside of the end walls and leading to the sides of the car, one of said steps having an inwardly-sliding portion, in combination with the folding door, arranged to fold into the space between the said sliding step portion and the side plate of the step-frame, and to be thereby held in an open position, substantially as set forth. 6th. In a railroad car, the steps arranged inside of the end walls and leading to the side of the car, one of said steps having a sliding spring-actuated portion, in combination with the folding door arranged to fold into the space adjacent to said spring-actuated sliding step portion, and having spring hinges arranged to force the said folding door automatically shut when released from the said sliding step portion, substantially as set forth. 7th. In a railroad car, the herein described sliding step portion, having an inwardly-extended shank, in combination with a guide-tube extending inwardly from the bottom step, a spring coiled upon the shank of the sliding step portion and forcing the latter in an outward direction, and a folding door having spring hinges adapted to force it automatically shut, said door being arranged to be folded into the space adjacent to the sliding step portion and to be held by the latter in an open position, substantially as set forth. 8th. The combination, with the sliding spring-actuated step portion, having an inwardly-extending arm, of a lever pivoted upon the inner side of the side plate, of the steps and having a curved arm engaging the arm of the sliding step portion to force the latter inwardly against the tension of its spring, substantially as set forth. 9th. In a railroad car, having steps arranged inside of its end walls and leading to the sides of the car, the combination of the sliding spring-actuated step portion, a lever arranged to force the latter inwardly against the tension of its spring, and a folding door arranged to fold into the space adjacent to the sliding step portion, and having spring-hinges adapted to force said door automatically shut when the sliding step portion is withdrawn, substantially as set forth. 10th. A railroad car, having the steps ar-

ranged inside of the end walls and leading to the bottom of the car, in combination with the frame beams extended above the steps and to the end walls of the cars, and the cross-braces connecting said frame beams, substantially as set forth. 11th. The combination with a railroad car, of the spring-actuated buffers, provided with notches or recesses in their lower edges, and with forwardly-extending studs adapted to engage the recesses in the buffer of the adjacent car, substantially as and for the purpose set forth. 12th. The buffer-plates, mounted upon the longitudinally-sliding spring-actuated shanks, in combination with the sleeves swivelled to the said shanks, the screw-threaded adjusting rods extending through the screw-threaded openings in said swivelled sleeves, the supporting plates having sockets for the lower ends of said adjusting rods, and means for operating the latter, substantially as set forth. 13th. The combination of the spring-actuated shanks, carrying the buffer-plates, the swivelled interiorly screw-threaded sleeves, the adjusting rods extending through the latter and having polygonal recesses at their upper ends and the stems fitted in said recesses and having hand wheels at their upper ends, substantially as and for the purpose set forth. 14th. The combination with a railroad car, having the end walls, the door frames in the latter, and the steps arranged inside of said end walls and leading to the sides of the car, of the buffer-plate mounted upon spring-actuated shanks, means for vertically adjusting the front ends of said shanks, and the studs projecting forwardly from the buffer-plate, and adapted to engage recesses in the lower edge of the buffer plate of the adjacent car, substantially as set forth. 15th. In a railroad car, the combination of the spring-actuated buffer, the frame extending upwardly from said buffer, flexible connection between said frame and the door frame in the end of the car, and a packing strip seated in a groove in the outer side of said frame, substantially as and for the purpose set forth. 16th. In a railroad car, the combination of the spring-actuated buffer-plate, the frame extending upwardly from the same, the spring buffers supporting the upper end of said frame, the packing strip seated in a groove in the outer side of said frame, and the flexible connecting strips secured to the inner side of said frame and connected with spring-actuated rollers mounted in the door frame in the end wall of the car, substantially as and for the purpose set forth. 17th. In a railroad car, the steps arranged inside of the end walls and leading to the side of the car, one of said steps having a sliding spring-actuated portion, in combination with the folding door arranged to fold into the space adjacent to said spring-actuated sliding step portion, and a lever to operate the spring-actuated step portion against the tension of the spring, substantially as specified.

No. 35,318. Track Cutter for Logging Roads. (Nettoyeur de voie pour traineaux à billots.)

Edmund Richard Week, Stevens Point, Wisconsin, U. S. A., 3rd November, 1890; 5 years.

Claim.—1st. The combination, with the sleds and the supporting frame mounted thereon, of cutters vertically adjustable on said frame, and wings arranged in the rear of the cutters and adjustable vertically with reference thereto, substantially as described. 2nd. The combination, with the sleds and the supporting frame, of the vertically adjustable cutter frame supported thereby, and carrying a wing that is itself vertically adjustable with reference to the outer frame, substantially as described. 3rd. The combination, with the sleds and the supporting frame, of cutter frames, each hinged to the supporting frame at one end, and means for raising and lowering the other end of each cutter frame, substantially as described. 4th. The combination, with the sleds and the supporting frame, of the cutter frames, each independently hinged to said frame at one end, and having a cutter head at the other end, guides secured to the frame and engaging with the cutter heads, and a sector rack and gear for raising and lowering each cutter head, substantially as described. 5th. The combination, with the supporting frame, of the arm d, hinged to the frame at its rear end and carrying a cutter head d', at its other end, provided with the flange d², the cutter E, and sector rack G, a gear F, meshing with the rack, and lipped guides I, engaging with the flange d², substantially as described. 6th. The combination, with the arm d, carrying the cutter head d', of the wing K, rigidly fixed to the bars k, k, and connected with the cutter head, the lifting chains k², and the drum L, mounted on the arm d, substantially as described. 7th. The combination, with the supporting frame, of the independently vertically adjustable cutter frames, and the rigid wing frame independently adjustable on the cutter frames, substantially as described. 8th. The combination, with two bob sleds, having their runners arranged to give a long sled base, of a pair of cutters supported between the sleds in line with but separate from the runners, whereby the machine is adapted to true up the runner beds of a logging road with but slight deviation from its true course, substantially as described.

No. 35,319. Book and Index. (Livre et index.)

Richard R. Vernon, Woodbridge, New Jersey, U. S. A., 3rd November, 1890; 5 years.

Claim.—1st. The combination, with a book, of an independent leaf secured to one of the covers and adapted to be opened outward in line with the leaves of the book, and also to fold between the said cover and leaves, and an index secured by its back to the upper edge of the said independent leaf, substantially as shown and described. 2nd. The combination, with a book, of an independent outward in line with one of the covers and adapted to be opened outward the said cover and the leaves of the book and also to fold between the upper edge of the said leaves, an index secured by its back to the upper edge of the said independent leaf, and letter tabs formed on two adjoining edges of the said index, substantially as shown and described.

No. 35,320. Billiard Cue. (Queue de billard.)

Hermann Stiller, Freystadt, Silesia, Germany, 3rd November, 1890; 5 years.

Claim.—A billiard cue, the body A, of which is rolled conically