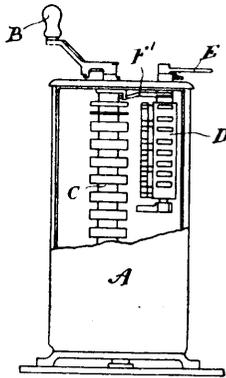


form pairs, the leads from two of the motors which form a pair going to the lower series, and those from the remaining pair going to the upper series.

**No. 57,622. Safety Appliance for Electric Cars.**  
(Appareil de surt  t   pour chars   lectriques.)



57622

The Canadian General Electric Company, Toronto, Ontario, Canada, assignee of William B. Potter, Schenectady, New York, U.S.A., 1st October, 1897; 6 years. (Filed 8th July, 1896.)

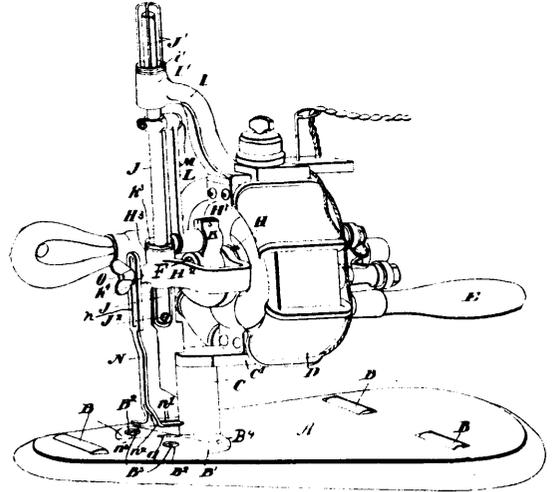
*Claim.*—1st. In an electrically propelled vehicle, a controller, and a cylindrical switch therein provided with four series of contacts, two of such series designed for the normal operation of the motors in running forward or backward, and the other two series arranged respectively to connect the motors each in an independent short circuit, the one series when running forward, the other when running backward. 2nd. In an electrically propelled vehicle, a controller, a plurality of motors operating the vehicle, and a switch in the controller provided with contacts and connections adapted to reverse the relation of armature and field in the motors and to throw them upon independent short circuits, in whichever direction the vehicle may be moving. 3rd. In an electrically propelled vehicle, a controller, one or more motors operating the vehicle, a switch co-operating with the controllers and adapted in its normal positions to determine the direction of motion of the vehicle, contacts upon the switch arranged to connect the motors each in an independent short circuit, the contacts being arranged in two series, one designed to operate in the forward motion of the car, the other in its backward motion, and interlocking means between the controller and the switch, whereby the controller is free to move when the switch is in one or the other of its normal positions, and is locked against motion in its other positions. 4th. In an electrically propelled vehicle, an auxiliary switch designed to act as a reversing-switch in its normal operation, two series of contacts other than the reversing-switch contacts carried thereon, such contacts adapted to short-circuit the motors upon a local circuit to act as an emergency stop, a handle for the auxiliary switch, and locking means for the handle so arranged that the handle may be thrown to the end of its stroke in either direction, but will be locked against accidental displacement after being thrown.

**No. 57,623. Cloth Cutting Machine.**  
(Machine    couper le drap.)

George Peter Eastman, Toronto, Ontario, Canada, 1st October, 1897; 6 years. (Filed 1st August, 1896.)

*Claim.*—1st. In a cloth cutting machine, the combination with the base and stem extending upwardly therefrom and a suitable motor and guideways suitably supported, the armature shaft, suitable bearings therefor, crank on the outer end, connecting rod, knife rod and knife having a lower bevelled sharpened edge, a slot in the base into which such knife reciprocates and an adjustable guard secured at the top to the front of the lower guide for the knife rod and depending therefrom, said guard being provided at the bottom with lower wings extending on each side of the supporting stem, as and for the purpose specified. 2nd. In a cloth cutting machine, the combination with the base and stem extending upwardly therefrom and a suitable motor and guideways suitably supported, the armature shaft, suitable bearing therefor, crank on the outer end, connecting rod, knife rod and knife having a lower bevelled sharpened edge, a slot in the base into which such knife reciprocates, an adjustable slotted guard secured at the top to the front of the lower guide for the knife rod and depending therefrom, said guide being provided at the bottom with rear wings extending on each side of the supporting stem and a pointer extending forwardly from the guard and forming part of the same and the binding screw extending through the slot in said guard to hold said guard in position, as and for the purpose specified. 3rd. In a cloth

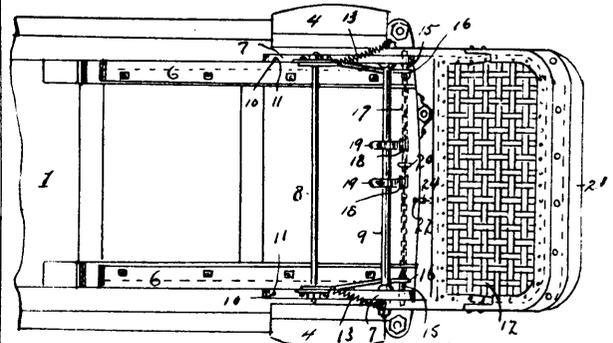
cutting machine, the combination with the base and stem extending upwardly therefrom, and a suitable motor and guideways suit-



57623

ably supported, the armature shaft, suitable bearings therefor, a crank on the outer end, a connecting rod, a knife rod, and knife having a lower bevelled sharpened edge, a slot in the base into which said knife reciprocates, an adjustable guard secured at the top in front of the lower guide for the knife rod and provided at the bottom with a pointer extending forwardly from the guard and forming part of the same and located entirely to one side of the cutting edge of the knife so as to leave a marked line on the cloth in clear view from the point to the cutting edge of the knife, substantially as described. 4th. In a machine of the class described in combination, the base, and stem, and magnet frame supported upon the stem front bearing secured to the front end of the field magnet frame and extending inwardly within the armature, the rear bearing also secured to the field magnet frame and extending outwardly from the fields, the armature shaft supported in the inwardly extending bearings and rear bearings, the cup-shaped armature secured at one end to the shaft and extending inwardly within the field immediately to the outside of the inwardly extending front bearings substantially as described.

**No. 57,624. Car Fender or Guard.**  
(Defense ou garde de chars.)



57624

Charles H. Weeden, Jentland, Maine, U.S.A., 1st October, 1897; 6 years. (Filed 20th September, 1897.)

*Claim.*—1st. In a car fender or guard, guides 6, 6, on the underside of the car, a framework consisting of side pieces 7, 7, and connecting rods between the same, said framework movable forward and backward in said guides, a fender proper 12, pivoted to the side pieces 7, 7, springs 13, 13, attached to said fender and side pieces tending to hold the forward end of the fender against the track with a yielding pressure, spring pressed bolts 15, 15, carried by said framework and entering perforations in the fender to hold the fender raised from the track, a flexible connection 17 between said bolts, and a spring-pressed push-pin 20, projecting downward through the platform of the car, detached from said flexible connection but engaging it when said push-pin is pressed downward to withdraw the bolts 15, and allow the fender 12 to be moved downward upon the track, all combined for the purpose set forth. 2nd. In a car fender or guard, guides 6, 6, on the underside of the car, a