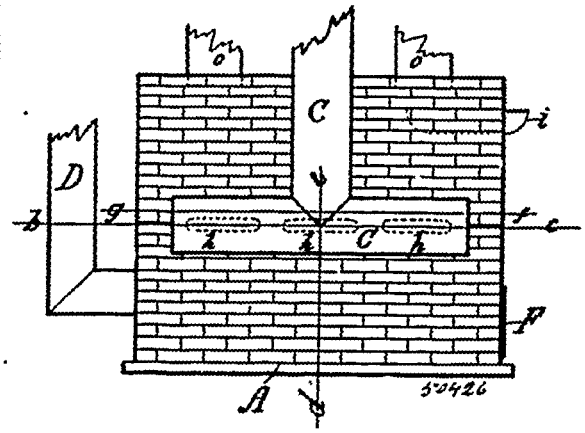
a part is pivoted to the box and a part to the bolster, substantially as and for the purpose specified. 9th. In a wagon, the combination of a box having guides for the brake beam, which are placed above and a little behind the rear axle and are substantially radial with respect to the rear wheels, a brake beam movable in said guides, brake shoes secured to said beam, and springs for raising said beam, with the rear bolster, levers pivoted to the ends of said bolster, rods connecting said levers and the brake beam, levers pivoted to the box, links connecting said levers with the levers which are pivoted to the bolster, and mechanism for operating the levers on the box, substantially as and for the purpose specified. 10th. In a wagon, the combination of the wagon box having radial guides for the brake beam, a brake beam movable in said guides, the rear bolster, levers pivoted to said bolster, and rods connecting said lever with the brake beam, with straps secured to the sides of the box having their upper ends bent down upon the top edges of said sides, a rock shaft mounted in the lower ends of said straps, arms rigid with said rock shaft, links connecting said arms with the levers, and an operating arm rigid with said rock shaft, substantially as and for the purpose specified. 11th. In a wagon, the combination of the wagon body and bolster, with a transverse brake arm movable in slots in the sides of the body, brake shoes carried by said beam, springs for rasing the beam, levers pivoted to the ends of the bolster, rods connected at their lower ends with said levers, and having their upper ends passed through the brake beam, adjustable nuts on the ends of said rods, a rock shaft mounted beneath the body, having rigid arms, links connecting said arms with the said levers, and means for rocking said rock shaft, substantially as and for the purpose specified. 12th. In a wagon, the combination of a dish-shaped plate adapted to be secured to the front axle or sand bolster, having on its edge a horizontal circular flange, a circular rub plate adapted to be secured to the bolster, a cylindrical collar embracing the rub plate and the flange on the under plate, and having a flange which extends beneath said flange on the under plate, and diagonal lateral braces for connecting said collar with the bolster, substantially as and for the purpose specified. 13th. In a wagon, the combination of a dish-shaped plate B, adapted to be secured to the sand bolster or front axle, having on its under side two projections b^2, b^2, adapted to embrace said sand bolster or front axle, and having also a horizontal circular flange b, on its edge, with a cylindrical rub plate C, having on its upper side a projection c, in which is formed a hole c^1, to receive the reach, and having above said hole the lugs c^2, c^2, adapted to embrace the bolster, and a cylindrical collar D, which embraces said rub plate and flange, having itself a flange d, which extends beneath the flange b, on the plate B, horizontal arms d^3, d^3, formed on and projecting forward and rearward from said collar and lying against the under side of the reach, lateral arms d^1, d^1, formed on said collar, and diagonal braces d^2, d^2, secured to the last named arms, and adapted to be connected at their outer ends to the bolster, substantially as and for the purpose specified. 14th. In a wagon, the combination of the dish-shaped plate B, having on its under side two projections b^2, b^2, adapted to lie close against the opposite sides of the front axle or sand bolster to which said plate is bolted and having on its edge a horizontal circular flange b, and a cylindrical rub plate C resting upon said flange, having on its upper side a projection c in which is formed a hole c^1 through which the reach passes, and having above said hole two lugs c^2, c^2, adapted to lie close against opposite sides of the bolster, and having an annular horizontal flange c^3 surrounding the cylindrical part of said rub plate, with a cylindrical collar D embracing the rub plate and flange b, and having a flange d which lies beneath said flange b, and having also two horizontal arms d^3, d^3, which extend forward and backward and are adapted to lie against the reach, and having also two lateral arms d^1, d^1, two diagonal braces d^2, d^2 bolted to said lateral arms with their ends abutting the plate C, and adapted to be secured at their outer ends to the bolster, substantially as and for the purpose specified. 15th. In a wagon, the combination of a dish-shaped plate B adapted to be bolted to the sand bolster or front axle, having on its outer edge a horizontal circular flange b, a cylindrical rub plate adapted to rest upon the flange b, and having means for connecting the same with the bolster, with a collar D embracing said rub plate C and flange b, and having a flange d which lies beneath said flange b, and having also lateral arms d^1, d^1, and two diagonal braces d^2, d^2 bolted to the arms d^1, d^1 with their ends abutting the plate C, and adapted to be bolted at their outer ends to the bolster, substantially as and for the purpose specified. 16th. In a wagon, the combination of the bolster, reach and front axle, with a dish-shaped plate secured to the front axle having on its edge a circular flange, a cylindrical rub plate resting on said flange, having on its upper side a projection in which is formed a hole through which the reach passes, and having two lugs which lie close against opposite sides of the bolster, a circular collar embracing said rub plate and flange b, and having a flange d which extends beneath the flange b, and having also two lateral arms, two diagonal braces bolted at their inner ends to said arms and at their outer ends to the bolster, and a brace bolted at its front end to the under side of the front axle, and at its rear end to the reach, substantially as and for the purpose specified. 17th. In a wagon, the combination of the rear axle and bolster, and a sleeve having at its rear end an integral foot extending at right angles to the axis of the sleeve and in opposite directions, said foot being wide enough to span both axle and bolster, and bolts connecting said foot to both axle and bolster, with a cylindrical reach which passes through the sleeve and beyond the rear axle and bolster, a nut on the rear end of the reach, and shoulders on the reach shutting the front end of said sleeve, substantially as and for the purpose specified. 18th. In a wagon, the combination of the rear axle and bolster, a cylindrical sleeve which is secured to said parts, the cylindrical reach which passes through and is adapted to turn in said sleeve, and extends rearward beyond said axle and bolster, a shoulder on the reach abutting the front end of said sleeve, a compression hound which is secured to the rear axle and bolster and through which the rear end of the reach passes, and a nut on the rear end of the reach engaging with said hound, substantially as and for the purpose specified. 19th. In a wagon, the combination of the rear axle and bolster, with a compression hound having a centre plate and four arms which are secured to the bolster and axle near the ends thereof, with a cylindrical reach passing through a hole in the rear axle and bolster and through the centre plate of said compression hound, and a nut on the end of said reach, substantially as and for the purpose specified. 20th. In a wagon, the combination of the rear axle and bolster, with a compression hound having a centre plate and four arms which are secured to the said axle and bolster, a reach which passes through a hole in said axle and bolster and through the centre plate of said hound, a nut on the end of said reach, and a sleeve surrounding the reach and lying between the hound and the axle and bolster, substantially as and for the purpose specified. 21st. In a wagon, the combination of the rear axle and bolster, with a compression hound having a centre plate and four arms, tie bolts for securing said hound arms to the axle and bolster, and a tie plate secured to the axle having shoulders which resist the spreading of the said hound arms, substantially as and for the purpose specified. 22nd. In a wagon, the combination of the rear bolster and axle, the front bolster, a reach connecting said parts and having a cylindrical end upon which one of said parts is pivoted, the front axle, and a fifth wheel device which connects said front axle and front bolster and holds them in parallel planes, with a stiff wagon box, which rests upon the two bolsters, two standards secured to one of said parts between which said box fits loosely, substantially as and for the purpose specified. 23rd. In a wagon, the combination of the front bolster, the rear axle and bolster, the reach rigidly connected with the front bolster, and having a cylindrical end upon which the rear bolster and axle are pivoted, the front axle and a fifth wheel device which connects said front axle and bolster and holds them in parallel planes, with two outwardly inclined standards secured to the front bolster, and a wagon box which rests upon both bolsters and fits loosely between said standards, substantially as and for the purpose specified.

No. 50,426. Furnace. (*Fournaise.*)



John Jamieson, Truro, Nova Scotia, Canada, 2nd November, 1895; 6 years.

Claim.—1st. In a brick heating furnace, the radiator G, with the flanges n, substantially as and for the purpose hereinbefore described. 2nd. In a brick heating furnace, the combination of the radiator G, with the joint plates k, k, k, k, having sand boxes n, and the loose bricks a, a, a, a, substantially as and for the purpose hereinbefore set forth anddescribed. 3rd. In a brick heating furnace, the combination of the cold air pipe C, with the receiver C^1, and the flat distributing pipes h, h, h, substantially as and for the purpose hereinbefore described. 4th. In a brick heating furnace, the combination of the radiator G, the radiator joint plates k, k, k, k, and the loose bricks a, a, a, a, with the cold air pipe C, the receiver C^1, and the distributing pipes h, h, h, substantially as and for the purpose hereinbefore described.

No. 50,427. Alarm Lock for Doors and Windows.

(*Serrure à sonnerie pour portes et fenêtres.*)

Joseph F. Graybill, York, Pennsylvania, U.S.A., 2nd November, 1895; 6 years.