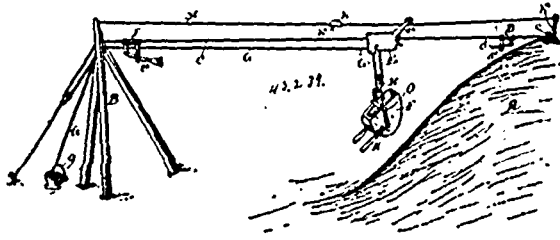


No. 45,239. Excavating and Conveying Machine.
(Machine à creuser et transporter.)

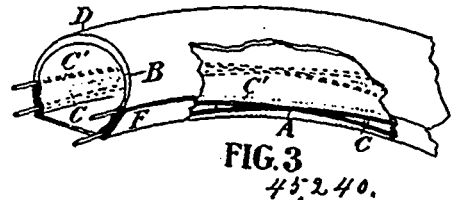
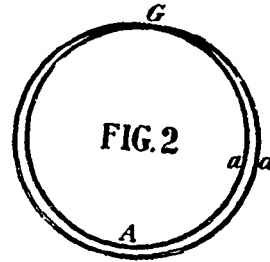


Daniel Irving Calhoun, Chicago, Illinois, U.S.A., 5th February, 1894; 6 years.

Claim.—1st. The combination with a scraper made up of two side pieces and a casing fastened to and connecting the lower and rear edges of the side pieces, of a transverse bar adapted to rest upon the upper edge of the scraper, two bars having their front ends fastened to the ends of said transverse bar and their rear ends pivoted to the side pieces of the scraper at points in rear of their centres of gravity and approximately midway between their upper and lower edges, latches pivoted to the side pieces and adapted to lock the transverse bar near the front end of the scraper, and means substantially as shown and described for operating the latch and releasing the bar. 2nd. The combination with a scraper made up of approximately triangular side pieces, and a casing having its front edge fastened to each of said triangular side pieces at its vertex and extending back along one side and about the base of each of said triangles, of a transverse bar adapted to rest upon and across the upper edges of said side pieces near their front ends, two bars fastened to the ends of said transverse bar and having their rear ends pivoted to the side pieces at points in rear of their centres of gravity and approximately symmetrical with reference to the upper and lower edges thereof, latches pivoted to the two side pieces, respectively, and adapted to lock the transverse bar near the front edge of the scraper, and a swinging lever pivoted to the scraper and adapted by a given movement to actuate the latches and release the bar. 3rd. The combination with a scraper made up of the approximately triangular side pieces F, F, having their rear ends curved substantially as shown, and the casing F', extending along one side and about the rear end of each of the side pieces, of the transverse bar O', the bars O O, joined to the bar O', and pivoted at their rear ends to the side pieces at points in rear of their centres of gravity and approximately at the centres of their curved rear edges, the latches P P, pivoted to the side pieces and having hooks P', P', adapted to engage the bar O', springs tending to hold the latches in engagement with the bar O', and the pivoted lever Q, Q', Q', engaging the latches and adapted when rocked through a given angle to disengage the latches from the bar O', substantially as shown and described. 4th. The combination with the scraper formed substantially as described, of the bars O, O, O', pivoted to the scraper, the latches P, P, P', P', the locking lever Q, adapted to actuate the latches, the cable C, a suitable carriage mounted on the cable and adapted to support and convey the scraper and the stop made up of a tube T, clamped upon the cable, depending arms t', t', swinging upon the tube, a bar t', supported by the arms and lying beneath the cable and a plate or plates t', forming the broad front end of the bar and adapted to serve as a stop for the lever Q, and thereby to rock the lever and release the bar O'. 5th. The combination with the scraper formed, substantially as described, and having the bars O, O, O', locking latches P, P, and swinging lever Q, of the cable C, and carriage E, and the stop made up of the tube T, locked to the cable, the swinging arms t', t', the bar t', pivoted to the arm t', and vertically adjustable in the arm t', and the plates t', fastened to the end of the arm and formed with slots t', whereby their front ends may be vertically adjusted, the entire stop being adapted to arrest and swing the lever Q, and thus to release the bar O', substantially as shown and described. 6th. The combination in a hoisting and conveying mechanism, of a suitably supported cable stretched between the loading and unloading points, a carrier adapted to run upon said cable, a locking device at the loading point, means upon the carrier for automatically engaging with said locking device when the carrier reaches the loading point, a pulley upon the carrier, a cable running from the unloading point over said pulley and suspending beyond the same a frame adapted to support a scraper, mechanism upon the carrier in position to engage with said frame when the latter is drawn to the carrier by the cable, suitable devices for automatically locking said frame to the carrier, and, at the same time, unlocking the carrier from the locking device at the loading point when the frame is pulled into engagement with said mechanism, and a tripping device located at some intermediate point between the loading and unloading points and adapted to trip the mechanism upon the carrier upon the passage of the latter toward the loading point and thereby disengage the frame from said carrier before the latter reaches the locking device at the loading point and takes its position for loading, substantially as described. 7th. The combination in a device of the class described, and with the cable C, its locking stop at the

loading point, the carrier E, and its working devices, of the cable H, an intermediate stop carried thereby, a projecting arm fastened to the carrier E, and a roller upon said arm properly located to space the two cables apart, substantially as described.

No. 45,240. Tire for Vehicle Wheels.
(Bandage de roue de voiture.)



Robert Scott Anderson, Toronto, Canada, 5th February, 1894; 6 years.

Claim.—1st. The combination, in a vehicle wheel of a tire having an inflatable core, with wires or metal bands having interchangeable or reciprocating parts, all substantially as set forth. 2nd. The combination, in a vehicle wheel of a tire having an inflatable core with an inner circumference or lining having pockets or recesses which intersect and are co-existent at one or more points, substantially as described. 3rd. In a vehicle wheel in combination with an inner inflatable core, a tire sheath having an inner circumference or lining with peripheral pockets or recesses intersecting and co-existing with each other at one or more points containing wires or bands coiled or so arranged that their parts will interchange or reciprocate and secure the tire on the rim by the enlarging radially, i.e., from the axis of the wheel of the tire from the expansion of the inner inflatable core, substantially as described. 4th. In a vehicle wheel a tire sheath its inner circumference having peripheral wires or metal bands which reciprocate or interchange their parts and tighten upon the wheel rim by the filling out and enlarging radially, i.e., from the axle of the wheel of the outer circumference of the tire sheath to which outer circumference the inner circumference is in a manner so connected that the peripheral wires or metal bands will interchange and reciprocate their parts and tighten the tire upon the filling out or enlarging radially of the outer circumference in combination with the inner inflatable core which fills out the tire sheath and radially enlarges its outer circumference, substantially as set forth. 5th. In a vehicle wheel a tire sheath having along and near its inner circumference wires or metal bands coiled or so arranged as to pass each other at one or more points in pockets or recesses which are intersecting and co-existing at one or more points such wires or metal bands extending around and near the entire inner edge of each side of the inner circumference of the tire sheath in combination with an inner inflatable core which fills out and radially enlarges the circumferences of the tire sheath thereby causing the peripheral wires or metal bands to reciprocate or interchange their parts so as to tighten the wire upon the rim of the wheel, substantially as described. 6th. In a vehicle wheel in combination with the rim and the inflatable core a tire sheath with an inner and an outer circumference said inner circumference having interchangeable and reciprocating wires or metal bands in pockets or recesses which intersect and co-exist at some one point which will tighten and loose these reciprocating or interchangeable parts on the rim upon the inflation or deflation of the core, substantially as described.

No. 45,241. Spring for Carriage Tops.
(Resort pour soufflets de voiture.)

Daniel Conboy, Toronto, Ontario, Canada, 5th February, 1894; 6 years.

Claim.—1st. In a carriage top, a spring located in front of the pivot of the vertical brace and arranged to engage therewith, substantially as and for the purpose specified. 2nd. In a carriage top, a coiled spring arranged to engage with the vertical brace, which spring is suitably carried by a bracket connected with the rail and located in front of the pivot of the vertical brace, substantially as and for the purpose specified. 3rd. In a carriage top, a combined torsional and coiled spring arranged to engage with the vertical brace, which spring is suitably carried by a bracket connected with