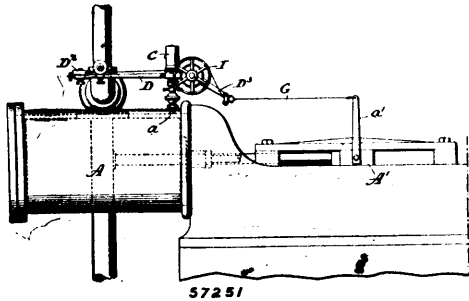


the combination of a fixed shaft with cams formed therein; geared number wheels mounted on said shaft; a movable tooth carried by each of the lower number wheels; means of retaining each movable tooth in contact with the cams in said shaft, so that each tooth shall engage at intervals of the rotation of its number wheel the next higher wheel, so that the wheels can be placed on said shaft and easily removed without obstruction from the cams, for the purpose specified. 14th. In a cyclometer registering mechanism, the combination of a number wheel; a second wheel adjacent thereto, having suitable gear teeth; a movable tooth carried by said second wheel; a third gear wheel meshing with said second wheel, having a suitable projection to act on the movable tooth of said second wheel to actuate said number wheel, and means for actuating the third gear wheel, for the purpose specified.

**No. 57,251. Steam Engine Indicator.**  
(Indicateur de machines à vapeur.)

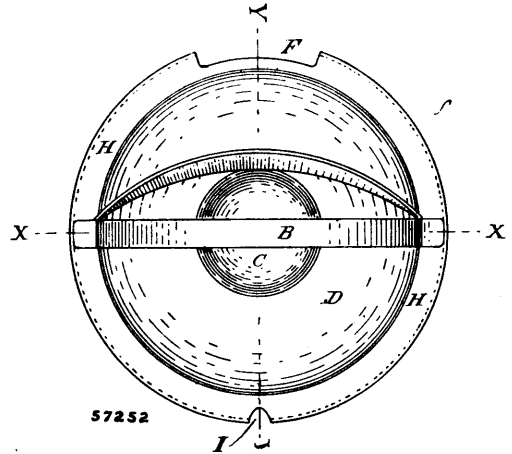


Peter E. Apgar, Philadelphia, Pennsylvania, U.S.A., 1st September, 1897; 6 years. (Filed 20th July, 1897.)

*Claim.*—1st. An indicator for steam engines, comprising in combination with a pressure cylinder lever operated therefrom and a card cylinder, a frame provided at one end with a wheel acted upon by a spring, and having a grooved pulley, a cord adapted to the grooved periphery of said wheel, an adjustable arm secured to said frame and provided with pulleys for guiding the cord, a second cord secured at one end to the hub of said wheel, a spring actuated pulley to which the opposite end of said cord is secured the same being adjustably secured to said frame, a third cord detachably secured at one end to the latter cord and guided by an adjustable pulley mounted upon the end of the frame, the said cord being secured at the other end to the spring actuated card cylinder, substantially as specified. 2nd. An indicator for steam engines, comprising in combination with a pressure cylinder and card cylinder, a frame provided with an adjustable arm, a cord guided thereby leading to the crosshead or other working parts of the engine, a spring actuated wheel pivoted to said frame, and having a grooved periphery for taking up the slack of said cord, a hub upon said wheel, a collar upon said hub, a cord secured to the same, a spring actuated pulley adjustably secured to the frame for taking up the slack of the last mentioned cord, a loop in said cord, a ring hung to said loop, a cord leading from the card cylinder and provided with a hook to engage the said ring, a pulley mounted upon the end of the frame and guiding the last mentioned cord, stop mechanism mounted upon the frame for locking the latter cord after it has travelled to the full extent of its movement in one direction, said stop mechanism being interposed between the card cylinder and pulley mounted upon the end of the frame, substantially as specified. 3rd. An indicator for steam engines comprising in combination with a pressure cylinder and card cylinder, a frame detachably secured to the card cylinder and provided at one end with an adjustable arm having pulleys universally adjustable in the end thereof, a cord adapted thereto, a wheel acted upon by a spring, mounted in a drum or casing in the frame, said wheel having a grooved periphery receiving said cord, a drum or casing secured to or forming part of the frame, a hub projecting out from said wheel, a cord adapted to said hub, a spring actuated pulley adjustably secured to the frame near the opposite end thereof, receiving the last mentioned cord, a pulley mounted upon a sliding block guided in the end of the frame, a thumb screw mounted upon the stem in said block and capable of adjusting the position of said pulley and a cord carried by said pulley, substantially as specified. 4th. A reducing gear for steam engine indicators, comprising an operating cord, a spring actuated wheel acting upon the same, an intermediate cord adapted to a reduced portion of said wheel, a spring actuated pulley, adapted to the latter cord an indicator cord adapted to the last named pulley and to a loop in the intermediate cord, and acting upon the card cylinder, substantially as specified. 5th. A reducing gear for steam engine indicators, comprising an operating cord, a wheel rotatable in one direction by said cord, spring means for operating the said wheel in the opposite direction, an intermediate cord secured to the hub of said wheel a pulley acted upon in one direction by said intermediate cord; spring means for operating said pulley in the opposite direction, an indicator cord secured to the intermediate cord and operating the card drum and mechanism for acting upon the indicator cord after the same has travelled to the full extent of its motion in one direction,

substantially as specified. 6th. A stop motion for steam engine indicators, comprising an eccentric or cam and a block arranged upon opposite sides of the cord and a spring acting upon said eccentric or cam and adapted to lock said cord.

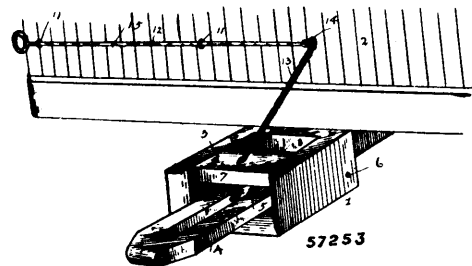
**No. 57,252. Pot Cover Drainer.**  
(Couvercle-égouttoir pour pots.)



Thomas Joseph MacLaughlin and John Beverly MacLaughlin, both of Ottawa, Ontario, Canada, 1st September, 1897; 6 years. (Filed 26th July, 1897.)

*Claim.*—As an article of manufacture a pot cover comprising a handle B, steam shield A, convex top D, having concavity C, and rim H, and flange G, said rim and flange cut away at F, I, all formed, arranged and combined as and for the purposes hereinbefore set forth.

**No. 57,253. Car Coupling.** (Attelage de chars.)



Philip Schreiber, Alma, Kansas, U.S.A., 1st September, 1897; 6 years. (Filed 28th July, 1897.)

*Claim.*—1st. In a car coupling, the combination of a draw-head, a fixed catch mounted on the bottom of the draw-head and adapted to be engaged by a link, and upwardly-swinging link-holder pivotally mounted between the sides of the draw-head and comprising longitudinally-disposed sides, a bottom connecting the sides and arranged in rear of the fixed catch, and a top extending over the catch and in advance of the same to confine a link into engagement therewith, and having its rear portion inclining downward toward the bottom of the link-holder, to form a pocket or recess to receive and engage a link, substantially as described. 2nd. In a car coupling, the combination of a draw-head, provided at its bottom with an upwardly-extending rigid catch and having a recess in rear of the catch and an upwardly-swinging link-holder pivotally mounted between the sides of the draw-head and comprising sides, a top extending over the catch and in rear of the same and a bottom fitting in the recess of the bottom of the draw-head having its upper face flush with the upper face of the front portion of the same and having its front edge bevelled and provided with a central recess, substantially as described. 3rd. In a car coupling, the combination with a car, of a draw-head provided with a link engaging and releasing devices, a guide mounted on the car and located above the draw-head, a chain connecting to and extending upward from the link releasing device and passing through the said guide, and a slide operating-rod mounted in suitable guides of the car provided with a shoulder for engaging one of such guides, and connected with said chain, substantially as described.

**No. 57,254. Window Sash Fastener.** (Arrêlé-croisé.)

Samuel Densmore and James Dolan, both of Vanderbilt, Pennsylvania, U.S.A., 1st September, 1897; 6 years. (Filed 2nd August, 1897.)