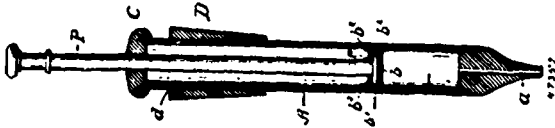


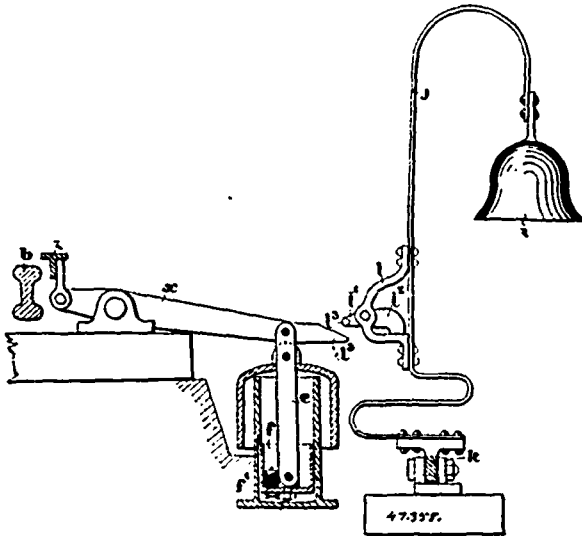
provided with a disc at its lower end, a rubber cup encasing said disc and having an inwardly projecting flange engaging on the inner side of said disc around said piston rod, substantially as described. 2nd. The combination in a syringe, of a barrel, a cap, a nozzle, a



piston rod, a disc on the lower end thereof, and a cup-like body of yielding material having a lower bottom portion extending entirely over the lower surface of the disc, the ring portion surrounding the piston, and the inwardly projecting annular flange portion extending partly over the upper surface of the disc, substantially as specified. 3rd. The combination of a barrel, a cap, a nozzle, a piston in the barrel, and inherently elastic conical stopper D, surrounding the barrel and adjustable longitudinally thereon whereby the syringe may be adapted to bottles of different size, substantially as described.

No. 47,358. Switch and Signal for Railways.

(Aiguille et signal de chemin de fer.)



John George Dixon, 98 Norman Road, Birkly, County York England, 2nd November, 1894; 6 years.

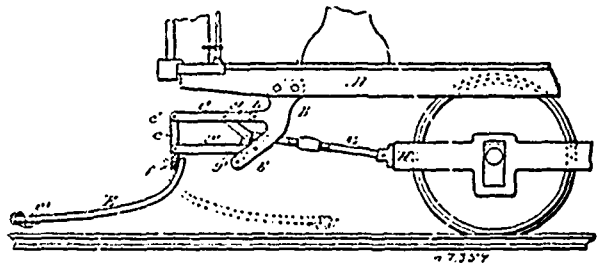
Claim.—1st. In connection with self-acting switches, an air cylinder *g*, tappet *c*¹, terminating in the guiding end *c*², the slide *c*³, with adjusting nuts *c*⁴ and *c*⁵, operatively connected to the piston rod *e*, and piston *f*, together with the side tube *g*¹, spring valve *g*², its spring *g*³, and the ball valve *h*¹, the whole operating as described and for the purpose set forth, and as illustrated in the drawing. 2nd. In audible railway signalling apparatus, the combination of a treadle *z*, air cylinder and piston, such as *g* and *f*, and a transverse lever *x*, the whole operating to sound a bell on the passage of a vehicle over the treadle in a running direction, substantially as described and as illustrated in the drawings. 3rd. A treadle *z*, for use in audible railway signalling apparatus, together with a transverse lever *x*, cylinder and piston, such as *g* and *f*, and valve *f*¹, operating to restrain the return of the treadle to the normal position until the piston *f*, itself returns normal, substantially as described and illustrated. 4th. In audible railway signalling apparatus, an air cylinder such as *g*, and piston such as *f*, operating to prevent the end *d*², of the transverse lever *x*, from performing more than one upward movement for sounding a gong or bell, substantially as described and illustrated. 5th. In audible railway signalling apparatus, the combination with a cylinder and piston, of a treadle *z*, transverse lever *x*, pawl *o*, with projection *o*², and lever *n*, the whole operating to strike a gong (such as *m*) on the passage of a train or vehicle, substantially as described and illustrated in the drawing.

No. 47,359. Car Fender. (Défense pour chars.)

Richnell Hall and Edward P. Coleman, both of Lambton, Massachusetts, U.S.A., 2nd November, 1894; 6 years.

Claim.—1st. In a fending device, in combination with a car body and its truck, a fender hung below the car and adapted to have a vertical movement, toggle arms, one of which is connected to said fender and the other with the car bottom, and a connecting rod connecting the joint of said toggle arms with the car truck, all as set forth. 2nd. In a fender-lifting mechanism, means whereby a

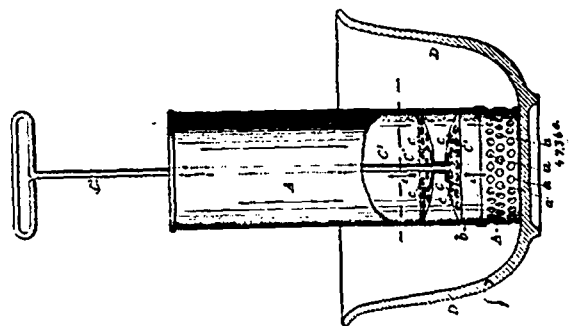
vertical movement is given to said fender, said means consisting of a hanger, two horizontal connecting rods pivoted thereto and a link connecting the ends of said connecting rods, all in combination with a fender hung from said link and means whereby said fender is lifted, as and for the purposes set forth. 3rd. In a fending device,



in combination with a car body and its truck, one or more frames *C*, *C*¹, *c*, hung below the car platform and adapted to support the fender, a fender hung therefrom and means whereby said frame is oscillated to compensate for the oscillating of the car platform, whereby said fender is caused to move vertically, all as set forth. 4th. In a fending device, in combination, a supporting frame, a fender, a vertical pivot and one or more latches, said pivot connecting said fender and said frame and said latches adapted to prevent said fender from turning about said pivot, all as and for the purpose set forth. 5th. In a car fender mechanism, a fender hung below the platform of the car and connecting rod connecting said fender with the car truck, and adapted to change the position of the fender as the car oscillates on said truck, whereby the position of the fender with relation to the road bed may be changed, as set forth. 6th. In a car fender mechanism, a fender hung upon a horizontal axis, a portion of said fender extending above said axis and adapted to form one member of a stop mechanism, in combination with one or more stops, also located above said axis, and adapted to engage with the upper ends of said fender whereby said fender will be allowed to swing freely forward, but will be prevented from swinging backward, as set forth. 7th. In combination with the forward end of a fender, the spring *c*², shaped and attached thereto as described, a portion of said spring lying in front of the end of said fender to form a cushion, and another portion of said spring lying under the end of said fender and adapted to prevent its contact with the road bed, as set forth. 8th. In a car fender mechanism, a series of independent fingers hung below the car, and provided with mechanism substantially as described, whereby they will be oscillated to compensate for the oscillating of the car upon its truck, as set forth. 9th. In a car fender mechanism, the fender provided with yielding fingers hung below the car in substantially the manner described, whereby it may yield slightly but will be prevented from swinging back on striking an object in front, and will swing freely forward to over ride any obstruction striking it in the rear, as set forth. 10th. In a car fender mechanism, a fender hung below the platform of the car, and a connecting rod connecting said fender with the car truck, and adapted to change the position of said fender as the car oscillates, said connecting rod being adjustable in length, whereby the location of the fender with relation to the road bed may be adjusted, as set forth.

No. 47,360. Device for Beating Eggs, &c.

(Vergette de cuisine.)



Aaron Jason Saltsman, and Robert Bryce, both of Albany, New York, U.S.A., 2nd November, 1894; 6 years.

Claim.—1st. In a device for beating or whipping eggs, cream, &c., the combination of a dasher, comprised by two concavo-convex dash-discs provided each with perforations *c*, *c*, and arranged with their convex sides towards each other, a reciprocating shaft having its lower end position rigidly fixed to the said perforated concavo-convex dash-discs, and its upper end provided with a suitable handle, and the tube *A*, having its lower end open to its full diameter and provided in its lower end portion, neighbouring its lower end edge,